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is an excellent tonic, bracing 'the system when everything else

#### ESTABLISHED 1857

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留二初月七年三十三緒光 No. 15,288, 號八十八百三千五萬一鐐

HONGKONG, SATURDAY, AUGUST 10rb, 1907.

號十月八年七霄百九千一英灣香 大拜閥

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NOTICE TO CORRESPONDENTS. ONLY communications relating to the news column

should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good

All letters for publication should be written on one side of the imperenty.

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CCNGKONG OFFICE: 10A, DES VOUX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C. Darly Press.

Milongkone, August 10rm, 1907.

studious undergraduate, on hearing that his University and lost the boat race, Temarked philosophically, "Ah, well, no matter; we won the chess!" We are accustomed to a good deal of this kind of philosophy in commetion with sport. It has team lost (though footballers, scorners of by whilst English championships one by in waterpolo it is not unusual to impugn the first time." It is to be hoped Panch will honesty of the referee. Such philosophy is not good sport, butueither is the lachrymose wail of the Daily Telegraph, which, noting by " after being hoist on a petard is too that the Golf Championship has gone to France, Tennis to America, Lawn tennis to | Telegraph lines, and submit that because Australia and America, Rowing to Belgium Yachting to Germany and America, Pole jumping to Swelen, and Swimming to America and Australia, forthwith laments the decadence of the British youth. Potcally?" We regret that our answer must hunting is not good sport, and pot-winning | be, " No. Only mentally." is not a proof of any monopoly of excellence. A good second it a good horse, as every. body knows, and we are yet a long way the Hongkong Volunteer Corps. from the stage atwhich it will be permisslible to assert that "even in their chosen pastimes the Euglish youth are beyond a are eligible to become members of the Hongkong fair second-class level. They are too Civil Service Cooperative Society. slack to take pains-they have not the energy-and more and more every year they the Manila Observatory at the American are being beaten by the foreigner." The S. W. of Guam in about 11 deg. lat. list of foreigners who have this year scored in open events is creainly an imposing one, but it is theer fudge to weep about it. Certainly the newspapers should be the last to lead such lamontations, for they have done their best, or worst, by the ludic or s

f lengths to which they have pandered to the spectators at the expense of the players, to debauch English sport. They have conspired to put it on a level with the shows and entertainments of the decadent Roman arena, and encouraged the youthful masses to take their athletics vicariously. The free public reading rooms have been the playing fields for these, because there they could get the tips and items and paragraphs which enable them to shine as critical round the ropes. But for the assistance of the press, sport could not have been commercialized as it has been, and it is by no means a rash assertion to say that the first gate money taken at an athletic contest was as much tainted as the silver pieces of Judas. In a single generation it has brought us to the pitch at which good cricketers write bad comments for the Daily Mail. True artists are not supposed to discuss art, according to Ruskin, a naive admission which delighted those who suspected Ruskin's qualification, but nowndays a begoggled automobilist about to try to lower a track record is permitted, may invited, to record his anticipatory sensations in a column of type, and the public awallows it. The business man who "talks shop" is often one of the lest business mon, but the mere prater of athletics is rarely a performer. A shilling book on some sport, a hilfpenny paper!

decision to draw stumps, are less easy to

in his book did speak of the sympathy and

kindly feelings promoted among the spect-

ators. To get back, however, to the

question of lost championships, how can it

prove that the English youth is too lazy to

row, and row well, because a few Belgians

carry away a tropby from Henley? Or

that hot lawn tennis games are no longer

played on English hwas because Miss MAY

Surroy, an American lady, scored most

The telegram quoted below was received from

Consulate at 11.30 am. 'yesterday.-Typhoon |

on current performances, and a sixpence paid at a turnstile to cheer selected champions represents the expenditure of too many modern sportumen, but it is not right to nominate these as the sole representative of English adolescence. There are thousands of novices, amateurs and "crocks" always doing their best,

away from the roars of the grandstand or the fulsome adjectives and adverbs of the sporting reporter. Fashiona le cricket has been well defined as "twen'y-two gla list rs in a ring of twenty-two thousand loafers," but there is still school and village cricket and football, keenly played, and working its | good effect on the stamina of the race. The good effects where, as recently, a crowd riotously stormed the pitch over a captain's

recognise, although Prince RANJITSINJHI elapsed before the building was gutted. The late to be of any assistance. The stock in the shop was valued at \$700, and there was no

points at Wimbledon? Such champions THE MACAO TAXATION QUESTION. require more than skill; they require as surance, leisure, and means to take up such conspicuous positions, and there must be dozens of English girls who could beat Miss. Surron, who will never dream of coming forward as international contestants. The same argument applies to all the other cases. Mrz. Massey of France wins the golf championship, but surely it cannot be maint fined therefore that British golf has become inferior to French golf. A Russian marin administered a thrashing to a Japa. nese soshi in a Yokohama tavern just before the war, but that isolated incident was not taxes have been distributed and a con struggle that followed. It seems to us will satisfy anyone as to whether t nonscuse to say, as the Daily Telegraph has charge of suggeration or misrepresentation i said, that "England, after importing her honestly made. Our correspondent says that knowledge to those abroad, is hoist with grammar, usually my 'best' for better') and one leave their native shores, some for the how anyone who discussed the matter with the not overlook that historical Jeromiad. The vision of England standing "quietly! not only been published in the official Boletim, and distributed throughout the Colony. Morethat matronly organ perpetrates a howler occasionally, London journalism has gone to the dogs. Our contemporary puts the question, "Are we deteriorating physiadds that no official notice has yet been published cancelling the new taxation. Many Trooper B. N. Spens and Gunner W. H. instructions but no reply has yet been received. Williams have been permitted to resign from

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Shinano Maru (American. The N.Y.K. str. Bombay Maru (Bombay

Co., was concluded before Mr. F. A. Hazeland The C.P.R. str. Empress of India left Yoko-

Yesterday was the anniversary of the TELEGRAMS. Coronation of King Edward VII. and Queen Alexandra in 1902. The British' ships were dre sed in honour of the event, and, at noon, a royal silute was fired.

By kind permission of Lieut Col. W. Scott. Moncrieff and Officers, the Band of the hird Battalion "The Duke of Cambridge's on" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening :-March...... "Light of Foot," ...... L taun Valse ...... "Casino Tanze," conversationalists on the grandstand or Selection ... "A Chinese Honeymorn," ... Caryll Song ....... "The Everlasting Day," ..... Bovan Selection ... "The Shop Girl," ...... Caryll Two Stop ... "La Mattchiche," ... Borel Clerg DINNER MENU.-Hors-d'œuvre-Sardine Foast Soup-Asparagus Soup. Fish - Bake 1 Fish and Tom to Sauce. Entrées-Grilled Pige in on Toast, Haricot Or Pail, Macaroni au Cintin. Curry-Dry Curry. Joints, -Roast Strioin of Beef and Yorkshire Pudding. Roast Goose and Apple ashore.
Sauce, Boiled Leg of Mutton and Carrots, Cold Australian Bacon and Mixed Salad. Sweets-Caramel Pudding, Strawberry Ice Cream and Finger Cakes. Tipsy Cake. Cheese Biscuits. Dessert -Coffee - Fruits.

The correspondent of the Novoe Vremija at Harbin sends a disquieting account of the lite of affairs there and in other parts of the Russian territory in the Far East. He states that Hunhutse and Uninese brigands have already made three raids on a Russian station in the neighbourhood, and that on the last occasi on they succeeded after seven hours' firing in liberating comrades of theirs who had been taken prisoners after previous incursions. He declares that the Russians are alarmed at the activity of the Chinese troops. He accuses the Japanese of sending spies in Chiqese dress to make charts of the Russian stations, describing one who hawked drugs and another-an officer of the Japanese Army with a fulse pigtail, who sold eigarettes, and asserts that the Japanes are supplying the Chinese with arms. He is also alarmed at the pacific invasion of Japanese, many of whom are settling on the right bank of the Amur. The Russians, he add; are being ousted on all sides.

#### FIRE AT WANCHAI.

Shortly after one o'clock yesterday morning a fire occurred in a general store at No. 21 Praya East, under somewhat peculiar circumstances. About that hour and for sometime! before rain had been falling heavily, so heavily that the uneven pavement before this shop was fluoded, and it was not long before the water in the shop was ankle deep. This the owner look round and see if his stock was damaged.

This shop is liceused to self-kerosene, and the oil is kept in a well sunk into the floor. Consequently when the water flooded the flor it got into the well and the oil rose to the surface. The storekeeper in examining his goods struck a match and when it had nearly burned down threw it away. Immediately there was a big blaze and not many minutes Wanchai section of the brigade arrived on the cene shortly after the alarm, being followed by the firemen from the Central, but all were too

Our Macao correspondent sends us some comments on the letters which have appeared in the Daily Press from the Protector of Chinese and from "An Enquirer" who made a number of statements reflecting on our correspondent. professedly on the authority of the Colonial Secretary of Macao. With regard to the letter from "An Enquirer" our correspondent says that the writer of that letter evidently knew nothing of the subject, or he would never have written as be did. Answering the statement that the taxes decided upon in 1887 have not been put in force, our correspondent states that thousands of copies of the instructions and tables of industrial prophetic of the result of the international parison of the list with the old taxes the statements made by "An Enquirer" on the become a footballaphorism that the better her own petard, and now has to stand quietly contrary to the well-known and undisguised facts of the case, and he is unable to understand Colonial Secretary could write on the subject as" An Enquirer" has done. The new taxes have but they have been published in pamphlet form funny. We might almost argue on Daily over, placards relating to them have been posted everywhere about the city, and our correspondent suggests that we should show to "An Enquirer" the copies he has sent to us. We are quite willing to show them to any one interested in the matter. Our correspondent telegrams, he says, have been sent by the than 12,000,000 bales. This prevailing estimate Government of Macao to Lisbon asking for In view of the conflicting statements made on

#### independent investigation of the question in an Members of the Hongkong, Volunteer Corps | early issue.

Line) left Shanghai for this port on the 8th inst., and is expected here to morrow. Line) left Singapore for this port on the 8th inst., and is expected here on the 13th inst. The trial of the five Chinese charged with the murder of a countryman who was formerly arrived at Yokohama on the 6th inst. She will in the employ of Messrs. A. S. Watson and sail from Kobe to this port direct on 10th inst.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE HARBOUR MYSTERY.

SHANGHAI, August 9th. In reply to your telegram of enquiry, there has been no arrest here. On the arrival of the "Hongkong Maru," I learn that an American (whose teeth were noticeably gold filled) had requested a passage up with her offering as security for his passage money a collection of woman's jewellery. This was refused, and he returned

THE TROUBLE IN MOROCCO.

London, August 9th. Mazagan has been bombarded and

destroyed. In the tighting at Casa Blanca

thousands have been killed.

OBITUARY.

London, August 9th. Major General Sartorius is dead,

aged 63 years. Major-General Fusten Henry Sartorius, V.C., C.B., was born in Portugal. He served in the Afghan war, and was twice mentioned in despatches, and thanket by the Indian Government for work on the survey. He also served in the Egyptian campaign 1882, and holds the Humane Society's bronze medal. He was decorated for taking a hill at Shabjur in possession of Ghazis (leading the attack.)

REUTER'S SERVICE.

THE TROUBLE IN MOROCCO.

London, August 7th. It appears that the Galilee landed 6 bluejackets at the request of the Consul and with the concurrence of the Bashaw, and when the men were on their way to the Consulate they were fired on by the Moors The Moors were repulsed with the bayonet, and then the Galilee bombarded the Moorish discovered, and jumping out of hed decided to quarter and the tribesmen on the beach with melinite shells.

MUNIFICENT DONATION.

LONDON, August 7th. Mr. Carnegie has given an unconditional donation of £100,000 to the King's Hospital Fund

DESTROYERS IN COLLISION.

London, August 7th.

During night manœuvres off Portland the Quail and the Attentive collided. Quail is badly damaged in the bows, and has gone to dock for repairs.

THE HAGUE CONFERENCE.

London, August 7th. It is understood that Great Britain has agreed to withdraw the urgency clause of the Limitation of Armaments proposed to the Hague Conference, merely declaring the examination question highly desirable.

WATER POLO.

HONGKONG SHIELD COMPETITION. There was a very large attendance at the V.R.C. yesterday afternoon to witness the match fixed between the Corinthian Yacht Club and the 87th Company Royal Garrison Artillery, but owing to the boisterous state of the weather the Foyal Garrison Artillery's team were unable to come over to play their tie.

The Royal Engineers "B" team played off their tie in the fourth round in the Shield competition this afternoon at the V.R.C. enclosurel with the Middleser "A" team, and the game resulted in a win for the former by 3 goals

were equal. The Royal Engineers "B" team have improved a good deal, and there is some chance of their beating their "A" team.

F XTUBES; FIFTH ROUND. Royal Engineers "B" team will play the Royal Hongkong Yacht Club on Tuesday the

Middlesex "A" team will meet the Middleses B" team on Friday, 16th inst.

THE COTTON SUPPLY. The current American crop is likely to be

13.5 0.000 bales, but the new crop, which begins ou September I, is hardly likely to be more cannot be called of very much value, but the trade fear that from recent reports the output next season will be more than one million less than the season now coming to a close. Anyway, the subject, we hope to publish the result of an there is some doubt as to the future supply next season being equal to the increasing requirements of Lancashire and the world. If is satisfactory to report that the Egyptian cotton crop is doing very well, and that it is likely to be fully equal to that of last season.

Princess Fedora of Schleswig-Holstein, the vonugest sister of the German Empress, has rublished her first novel, which is described as a powerful work. It is the story of a poscher and his daughter, and is entitled "Hahn The str. Glenfarg from South American Ports Berta." The Princess has declined all offers of marriage since the tragic death of her flance. Duke Frederick of Mecklenburg-Schwerin, who, while in command of a torpedoboat, perished in at the Police Court yeslerday. The accused were hams for Vancouver at 12,30 p.m. on Thursday have been Queen of Italy if she would have consented to change her religion.

THE HARBOUR MYSTERY.

UNRAVELLING THE MYSTERY, AN ARREST EXPECTED.

The murder revealed by the discovery on the s.s. Monteagle on Wednesday is one of the foulest and most gruesome in the annals of the Colony of Hongkong, while at the same time it was one of the most mysterious, and at first blush there appeared little chance of bringing the murderer to justice. But the energy of the local detectives increased in proportion to the magnitude of the crime; an unexpected clue was discovered, and following this up, they have been successful in tracing the movements

These visitors were from Manila. They were passengers by the E. and A. s.s. Eastern which vessel arrived in port on Saturday last. According to the steamer's passenger list they travelled as Mr. and Mrs. Jones, but on landing here and going to stay at one of the leading hotels their names were entered as Mr. and Mrs.

Both are believed to be citizens of the United States, and so far as can be ascertained at present, the man was a captain, or excaptain, in the American marines.

It would appear that the murder was committed some time on Saturday night, probably between ten and eleven o'clock, for according to the story of the lift boy at the hotel, the investigate the matter. The Director replied box was taken down by him before midnight.

When the police visited the room in which the murdered woman and her companion were staying, they discovered three tranks which had been left behind by the man, and these they seized. They have also in their possession the trunk in which the body was placed. It is a brown iron-bound box about two feat six by one foot eight, and has a depth of about two feet. To squeez; the body of a woman about five | chopped by a "Ti Pao". Magistrate Lau feet nine inches high into this, it will be realised, must have been a difficult task:

When the murderer had completed it, however, his next arrangement apparently was to keep the corpse from bumping against the sides | petitioners and if not to refuse to accept their of the box. To effect this he jammed one of his nightshirts between the body and the wood. and women, have recently been molested by the yamen runners and clerks in this way. The thus making more solid the contents with the public are not satisfied with the unreasonable object of averting suspicion so far as the bearer and cruel measures adopted by him. of the trunk was concerned. The nightshirt thus found bore the initial " J."

After this he secured his victim's jewellery. which is believed to have been of considerable value, and there is also a suspicion that he obtained a sum of money which was in her

possession. On Sunday morning the man called at the office of Mosars. Butterfield and Swire, coolies accompanying him and bearing the box. When a clerk attended him, he said he wanted the trunk forwarded to Hoihow by the s.s. Singan, which was to leave on the following morning.

The box was accepted and placed amongst other luggage on a verandab, the owner leaving when he saw it safely deposited. During the same afternoon, however, the stranger returned, and told the clerk he had changed his mind: he was going to Sydney instead of Hoihow, and would take the box away with him again, It was handed over, and evidently when he left Messrs. Butterfield and Swire's he took the trunk on board he Monteagle.

His visit to t'e local shippi :g firm, however, was productive of one event which went a long way to assisting the cause of justice, for the clerk whom he approached was fortunately able to furnish a very good description of the criminal He was a tall man, standing between five feet ten inches and five feet eleven inches, thin and difficulty was had before he recovered. sharp featured. Most of his front teeth were stopped with gold; his eyes were blue and his bair was blonde. He was dressed in a tweed This was a very exciting match as both teams suit, and were a soft brown hat. description, we understand, was confirmed by a lady from Manila who was a passenger by the 8.8. Eastern.

So much has been gleaned by the skilful work of the local detectives who are engaged on the case, and all since Wednesday night. But they have done more; they have been successful in tracing the man, and his arrest on Ball (indicates a typhoon South-west of Colony arrival at Shanghai is expected. He booked his passage to that port by the s.s. Hongko g Maru under what name is at present unknown. But as the wire forwarded by the local authorities should reach the Settlement before the arrival of the steamer, detectives will, no doubt, aboard before the vessel is more dand effect the arrest. | See our telegram.]

During the last few days the box tswain of the s.s. Monteagle, who saw the man when he boarded that steamer with the box, has been touring the town with detectives on the off-chance of meeting him, but now it is learned he has left the Colony, such search will be no longer

NO GYMKHANA TO-DAY.

The threatening weather has caused the postponement of the H.K.V.T. Gymkhana announced for to day. An official notice of the new date selected will be found elsewhere.

CANTON.

(FROM OUR CORRESPONDENT.)

August Sth.

AN OFFICIAL TO BE WATCHED. It is reported that some time ago the manager of a certain British firm here purchased a large piece of land somewhere near Messrs. Butterfield and Swire's godown on the back reach of the Canton River. The assignment or perpetual lease was sout to the Poon Yu Magistracy for registration, Magistrate Lau Hing Tong declined to register the deed and delayed the matter for several months. His excuse was that he had to make inquiries as to whether the land was within the treaty port limit. But there was no doubt that the property was within the treaty port limit. In of the man who arrived in Hongkong with the the meantime Lan wrote a despatch to ex-Viceroy Chou stating that he understood that the Chinese Government inten is to up a new town in that locality and he did not see why foreigners should be permitted to purchase la d'there an l thus reap all the benefit first and requested His Excellency to issue an order prohibiting the transfer of all land there. He supported his argument by stating that the site selected for the new town is beyond the treaty por limit. Vicercy Cheu gave instructions to the Comm'ssioner of Customs to investigate and report on the matter. The Commissioner recently replied that he is not in possession of a certified map of Canton, and he is unable to state who her the picce of land in question is within the testy port limit or not. Recently instructions were given by the acting Viceroy Wu to the Director of the Ho Nam Reclamation Department to that the property was outside of the boundary of the proposed new town locality. It is said that upon receipt of the above answer His Excellency ordered the Poon Yu Magistrate to register the deed without any further delay. The Poon Yu Magistrate Lau although pro Chinese is said to be a very conservative official. Petitions are received by all the yamens from Viceroy and downward whether presented by petitioners personally or by their attorney so long as they are properly written out and prefers to adopt the ancient rule that all petitions must be handed in his yamen personally by the petitioners. It appears that instructions were given to his clerks to question all persons hauding in petitions as to whether they are the petitions and to beat them. Many people, men

PUGILISM.

BURNS v. SQUIRES. Ean Francisco, July 4th.—Tommy Rorms moored out Bill Squires, the Australian Champion, in the first round of their fight only three blows being struck by Burns. The fight was the shortest heavyweight championship contest in the record of prize fighting in America.

The fight lasted only 47 seconds. The Australian was clearly outclassed, and proved the biggest failure as a championship candidate that ever entered the ring here. He showed no defense of Burns' attack, and was knocked down twelve seconds after the gong

When the gong sounded for the men to begin their battle Burns retreated around Squires, who clinched, and on the breakaway Burns drew Squires' fire, and then floored him with a right on the temple. Squires was clearly rattled and did not have sense enough to take advantage on the count of nine. When he arose it was plain to the spectators that he was a defeated man. He went at Burns in a shaky manner, and Burns backed away and into the ropes, allowing Squires to swing wildly, as Burns touched the ropes he rushed the Australian and planted right and left on the face and body in rapid succession, and doreed Squires across the ring where he feinted with w eft and smashed him on the jaw with a crushing right, flooring him. Squires rolled around natil the count of five, when he got up. At this stage of the fight Borns saw that he had his man and was cool, while Squires was very groggy, and rattled beyond description. quires made a vicious swing at Burns, who ducked and landed a left to Squires' stomach and a right to the jaw that knocked the Australian flat on his back. Squires was counted out and carried to his corner where some

The Australian is very much disheartened at his defeat, and intends to return to his native land on the first steamer. Several of the Australian papers in commenting on the fight insinuate that Squires was

This "doped," but Squires' manager says his man was fairly outclassed. Burns is regarded as the heavyweight champion now, and Jeffries declares that he will not fight him.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-On the 9th at 6.15 a.m.—Orders issued to hoist the Black Cone point downwards and

within 300 miles). At 12.10 p.m.—The barometer has fluctuated irregularly in Hongkong, and has fallen slightly on the whole. The depression is probably situated to the

S.S.W. of Hongkong in about 19° Lat. 16 appears to be moving towards N.W. Pressure remains high over the Pacific to the E, of the Loochoos, and a depression is shown this morning over N. China.

Moderate S.E. wirds are expected to prevail in the Formosa Channel, and strong cyclonic winds and gales over the N. part of the China The Formosa returns are lacking this

Hongkong rainfall for the 24 hours ending at 10 s.m. to-day, 2.85 inches.

The forecast for the 24 hours ending at noon to-day is as follows :--Hongkong & Neighbourhood(\*)

S.E. winds, Formosa Channel... moderate. South coast of China between E. to 8.E. Hongkong and Lamocks J winds, strong. South coast of China between N.E. and N.

Hongkong and Hainan, J gale. (\*) E. to S.E. winds, moderate or fresh gales; squally showery.

#### FUNNELS AND FLAGS.

TYPHOON FEARS.

Though there was a strong easterly wi d Thursday night and yesterday morning, no damage was done affeat or ashore. The harbour for the day was rather bare of shipping, the smaller craft having sought safety in the usual auchorage and several steamers going out on Thursday evening. Most of the larger versels, with steam up, were prepared for a blow. The Tammy, which arrived from Manila yesterday, reported rough weather but nothing equal to typhoon experiences.

The big American steamer Sharmal did not h venture inside the barbour limits yesterday morning on arrival.

VESSELS UNDER CONSTRUCTION. Register of Stipping, it appears that, excluding the gross receipts, which amounted in 1906 only warships, there were 561 vessels of 1,250,318 to 1108,161,896fr., as against 113 836,796fr. in tons gross under construction in the United 1905. The number of vessels which passed Kingdom at the close of the quarter ended 37th | through the Canal was 4,237 in 1904, 4,116 in June, 1907. The particulars of the vessels in 1905, and 3,975 in 1906, of which 2,679 in question are as follows:

3. th June, 1907. Description. No. Gross tonnage. Steam. Wood and Composite Total ... 501 1 236 230 Steel ... ... Wood and Composite 20 14,088

Total steam and sail 564 1,250,318

The tonnage now under construction 56,000 tons less than that which was in hand at the end of last quarter, and nearly 160,000 tons less than that building twelve months ago. Of the vessels under construction in United Kingdom at the end of June, 421 872,471 tons are under the supervision of the Surveyors of Lloyd's Register with a view to classification by this Society. In addition, 67 vessels of 173,473 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 488 vessels of 1,045,944 tons. Details of this total follow:-No. Gross I onuage.

Building in United Kingdom for home account, for sale, -636.118Building in United Kingdom for foreign and c louisl ac-Building abroad for United Kingdom Owners ... ... Building abroad for foreign

Total building on 30th June for classification with Moyd's Register ... ... 481 1,045,944

A CINADIAN SBIP CANAL. Mr. R. W. Perks, M.P. states that the taken a big step forward, and that all the requiring to be shipped were notified by Suez Canal dues. The Swedish Government estimates, &c., are now ready for the considers. The Crown Agents to their shipping agents as has now gone one better in consenting to assist tion of the Causdian Government. Mr. Perks | the contracts were made, and it was the duty of | the newly-formed Swedish East Asiatic Steam- laurels. has been in America for eight weeks in connection with this enterprise, and during that period he has traversed the route for the projected canal from and to end, acting in this survey for the company which proposes to undertake the construction, in conjunction with Messrs, C. H. Walker and Co., the firm of London engineering contractors of which Mr. Perks is a partner, and which was interested in the construction of the Manchester Ship Canal. The scheme, which is on a gigantic scale, as is shown by the fact that twenty millions sterling is quoted as the probable cost of the works, is to provide a Canadian ship canal shippers. The Crown Agents were not aware which will enable coean-going steamships to of any once in which shipping lines maktransport the grain and other produce from the ling use of the rebate system were in receipt of interior of the Dominion, direct to Liverpool by subsidies from the Government other than subwater. The new waterway is to extend from sidies for postal services. In the case a proportionately heavy charge upon the Georgian Bay, through three of the Great of the South African trade, the Crown Treasury. Laker, and down the Ottawa River to Montreal Agents were shipping on very much and the St. Lawrence, and the plans provide for better terms than merchants until attena depth all the way sufficient to take any vessel tion was called to the matter by the publication drawing up to twenty-four feet. "My plans," said Mr. Perks. "are now all formulated and ready for presentation to the Canadian Govern ment, and I am to see the Dominion Premier, Sir Wilfrid Laurier, on the subject in Londonnext week. I have carefully scrutinised and checked the estimates of revenue, and all the various engineering details, and I have conferred with my friends in America and in Canada as to the best methods of putting the business into practical form. That has now been done, and the scheme is quite ready for the consideration of the Dominion authorities. I shall, after my interview with Sir Wilfrid Laurier, probably return to Canada to get the business completed." AUSTRALIAN MAIL CONTRACT.

Department has issued an invitation for tenders | rebates, but we are of opinion that the regular for the oversea mail service. A list of conditions which accompanies the invitation states that the service to be performed is the conveyance of mails between Adelaide and Naples or Brindisi, or another suitable port in Southern Europe, and given to vessels offering for the highest speed, and other things being cqualtra tender providing port of call in Continental Europe.

Tenderers are to state the actual subsidy required for a seven years and a ten year's contract. It is provided that the Postmaster-General may purchase any or all, of the vessels carrying the mails at a valuation, or charter them at a sum to be agreed upon or, failing agreement, to be fixed by arbitration. The contractor must not give "any undue preference to persons outside the British dominions as compared with persons in the said dominions" I is intimated that tenders that do not comply with the conditions of tender will be considered unless they depart from the January 31, 19(9. A complete copy of all the conditions of contract may be obtained at the office of the representative of the Common wealth in London.

NEW 24 KNOT LINER. Kronprinzessin Cecilie, which has been under | tions between the Crown Agents and the construction at the Vilcau Company's yard. Stettin, during the past two years, was to make her maiden trip to New York on Aug. 7. She is driven by reciprocating engines. notwithstanding the adoption of the turbine by other companies. It is expected that the interested in the bank apart from their official knots. Her size is 20,000 to s, and her horsepower 4,000, developed by four independent sets of quadruple expansion engines, on a consumption of 700 tons of coal a day. Three hundred men will be required to attend to the boiler plant alone. Passenger accommodation

of the most luxurious description is provided, | he was the head of the bank. Continuing, the charges for specially ordered meals. In the | were usually the result of excessive competition, and seven persons, and passengers will be able | pay without some form of self-protection. to make up their own parties, seclect their own menus, and choose their own times for eating.

THE SUEZ CANAL: PREPONDERANCE OF BRITISH SHIPPING.

The returns of navigation through the Suez Canal, which are issued as a Parliamentary tons, as compared with that of 1905, and an increase of 43,669 tons as compared with that of 1904. From the 1st January, 1906, the rate of transit dues was reduced from Sir. 50c. to 7ir. From the returns compiled by Lloyd's 76c, perton. This reduction had its effect upon 1904, 2,484 in 1905, and 2,33 in 1906 carried the British flag. There has been a decrease of 57,000 tons last year, as compared with 1905, in the tonuage of British vessels which amounted to 8,833,919 tons in 19 4, 8,356,940 tons in 1905, and 8,299,931 tons in 1906. During the same period the tonnage of German vessels has increased from 1,969,561 tons in 1904 to 2,113,484 tons in 1905, and to 2,155,552 tone in 1906. The mean duration of passage for all vessels navigating the Canal was 18hr. 38min. in 1905, as compared with 18hr. 2min. in 19. ti. We would in conclusion state (continue the directors) that in consequence of applications addressed to the Suez Canal Company, the question of the possibility of authorising the transit through the Canal of ships laden with petroleum in bulk, coming from Borneo and Sumatra, has engaged the attention of the company, and it has been determined to modify the regulations hitherto existing on the subject, so as to admit the passage of these versels in future through the Canal. An intimation to this effect has been issued, and some vissels have already taken advantage of the new regulation.

ROYAL COMMISSION ON SHIPPING BINGS. The Royal Commission on Shipping Rings resumed its rittings on July 2nd, at Winohesterhouse, St. James's square, under the presidency

of Mr. Arthur Cohen, K.C. Evidence was given by Sir Ernest Blake, one of the Crown Agents for the Colonies, who exp'sined that the Crown Agents' business was confined to the work entrusted to them by the Colonial Governments or by the Secretary of State for the Colonies A wide amount of discretion was necessarily given them in details. but when any important question of principle arose, the particular Colonial Government concarned was consulted, time permitting. To furnish particulars of the extent of the shipments | 348ft. long. made by the Crown Agents, specifying the shipments in each trade, would involve a great

amount of labour, which they would be glad to be spared. All contracts for goods unsuccessful effort to obtain a reduction of the shipping agents to arrange for the ship Company by, among other things, refundnecessary freight on the best terms procurable, ing its Suez Canal dues to the extent of by the conference lines were not made as a matter of course, but every shipment was dealt with on its merits. But the goods were frequently urgently required, and it was usually necessary to ship by the regular lines of | nevel. On the other hand, a serious condition steamers. Rebates were received by the Crown Agents from confe ence lines, and they had always considered themselves liable to the forfeiture of rebates on the same terms as other in South Africa of the special terms obtained by them. At agitation ensued, and the result had been that in many cases the Government rates had been levelled up to the rates paid by the merchants, so that the publication of the Government rates had been very detrimental to the community as a whole. Regular sailings were very desirable, if not absolutely essential, in the interests of the Colonial Governments, as their demands for supplies were usually urgent. Stable rates were not, however, of importance to Colonial G. vernments, as the fluctuating value of stocks in hand was of no importance to a Colonial Government, except from a storekeeping point of view. The opinion of the Crown Agents as to the rebate system was that: "As Melbourne says that the Postmaster-General's a matter of principle we strongly object to

services given by the lines which are practically all in conference are of great importance to the is a connection with the Caledonia at Mar-Colonies, and we are disposed to doubt if the same regular services could be maintained on September 13th. without some conference system. We are not, an approved port in the United Kingdom, via | however, in a position to say to what extent the the Suez Canal. Sailings are to be fortnightly | present regular services are dependent upon the each way, and mail steamers must call at | rebale system." The supplies sent to Colonial Fremantie, at other ports to be mutually agreed | Governments fluctua ed greatly in quantity, upon. Only white fabour must be employed on | and were not large enough as a rule for the vessels carrying the mails, which must have a Crown Agents to charter steamers in the open minimum speed of 15 knots. Preference will be | market for the shipment of their goods. Great Government by the delays in supply which neighbouring corner of South China .- Since Rugby and Association football, so that ere would occur if goods were kept back to make our arrival we have been surprised to see and long in many other beauches, as in golf, we number of States. The right of substituting up a cargo, and complaints would arise that hear so much about Boxerism. In all the may have still another strong force to recken , the interests of some particular colony had been country places the people are practising the with. It may be mentioned, in connection and the Postmaster-General may alter the disregarded in order to secure the interests of mysteries. It is mostly boys and girls who go with the history of golf, that although the some other colony. When opposition lines in for these things. They take vows and title of amateur champion has once been had been started, it had been the prostrate themselves, and afterwards they appear wrested from us-in 1904, by Mr. W. J. practice of the Crown Agents to con to be possessed and begin to dance about, as if Travis, of America-the senior or open chamsider each case according to the special they were mad. The men strike themselves pionship has never during its long existence circumstances of the time, and where with sticks or dash themselves against the been wen by other than a representative of necessary, to submit recommendations for the walls and doors until they sink exhausted the British Isles. consideration of the Secretary of State and of to the ground. It is claimed that all the A similar state of things prevails in real the Colonial Governments concerned. In the while this has been going on their souls have tennis. This oldest of ball games, although case of the Houston opposition some years ago, been in Shanghai or in foreign countries wag- originally brought from France, has been in the South African trade, the Crown Agents ing war. They say this is all by way of pro- established long enough in the country to be arrived at the conclusion that the opposition was paration. After they have become efficient looked upon as English. Exactly forty years set on foot with a view of forcing an entry into Boxers by practising the art forty-nine times, have elapsed since a regularly-constituted the South African Shipping Ring. They ex- they will then be ready to destroy everything | championship, or its equivalent, in the shape of pressed the opinion that two courses were open, foreign. The date of our execution is fixed for the M.C.C. gold prize, was instituted, and one being to continue to support the conference | the fifteenth day of the eighth moon, but some | each year until this has found one of the are essential. The service is to begin 14 days | lines so long as they would quote advantageous | say the first day of the eighth moon. Fortunate- | home players in possession. But now eve after the expiry of the present contract on rates, and the other to give the business to the ly the officials and some of the gentry have this title has gone the way of others, and Mr.

Bank of British West Africa were regulated by the agreements which had been made between the various West African Governments and the bank. The suggestion made by Mr. Miller in his evidence, that the Crown Agents were Kromprinzessin Cecilie will attain a speed of 24 relations, was devoid of foundation. Sir Alfred Jones was the chairman of the bank. Asked whether he had any opinions to offer as to the desirability or the effect of Sir Alfred Jone's and also the head of the bank, the witness said idle to ignore the possibilities of a dangerous of Great Britain and Ireland places a bar upon he thought it was a very regrettable thing that development.

and the catering arrangements will be on a new | witness said that their general opinion of and generous plan. There will be no extra shipping rings or conferences was that they grand salcon there will be tables for two, five, or of a state of affairs in which a trade would not far as they could see, there was no remedy against such rings but the somewhat heroic course of establishing subsidized lines, which could be bound down to any conditions thought desirable. If he could have his own way would prefer an open freight market to White Paper, show that the net tonnage for the system of rebates. The rebate system was past year gave evidence of an increase of 311,399 objectionable in practice, but he would not the Secretary of State had recommended the smalgamation of the Bank of Nigeria and the Bank of West Africa, no result had followed. The former bank seemed to have a secret history. There was now an opening for a bank which should be encouraged in every possible way to extend its operations. Re wished to see an absolutely independent bank. on the West Coast of Africa.

THE WORLD'S FLEETS. Nobody need be afraid that the world's trade is growing at such a pace that shipbuilders will not be able to keep up with it. According to statistics just published by Lloyd's Hegister, the merchant fleets of the globe new total 39,238,000 tons, or nearly two millions more than a year ago. Of this huge total no less than 33,969,000 tons represent steam shipping, and as many 17,001,000 tons of it-to a great extent the pick of the whole- is under the British flag. The marked feature of the returns is the continued shrinkage of the world's sailin . fleets. All the principal maritime countries have added to their merchant pavies, except Spain, but the increase in the case of Franco is nominal, despite the help of bounties.

A LAKE STEAMER.

There has just been launched by the Fairfield Shipbuilding Company a new steamer, named Keewatin, intended for the Canadian Pacific Railway Company's service on the Great Lakes. She is the second vessel recently launched by the same builders for the same owners, her sister ship being named the Assiniboia. Both vessels are unusually interesting, for they have been so constructed that on reaching the other side i of the Atlantic they may be divided, so as to permit them to pass through the necessary locks and canals. The division will take place about amidehips, watertight bulkheads having been constructed on either side of the proposed dividing line. The vessels are fifted for the carriage of a very large quantity of grain or other cargo. There is also accommodation for nearly 200 first-class passengers, the plans providing for five cabins de luxe, with bedsteads, solas, and bath-rooms. Quadruple-expansion engines will be fitted in the new steamers, which are of 4,300 tons gross register and

SWEDISH SUBSIDIES.

Lately the Commonwealth Ministry made an Russian Government in connection with the sailings of its Volunteer Fleet, so that the step now contemplated by Sweden is, perhaps, not of things might arise if the practice became general on the part of foreign maritime nations. Few of them would be ruined if they paid the Sucz Cantl dues for the whole of their merchant vessels. With Great Britain. however, it is another matter. Her shipping contributes quite two-thirds of the revenue of the canal, and a return of dues would impose

Records are constantly being broken in connection with steam shipping. One of a by the White Star Line last week. It despatched five vessels from this country, and three others reached our shores. These eight vessels totalled 119,144 tons, or an average of 14,893 tons per ship. In the matter of average tonnage this achievement will undoubtedly take a good deal of beating.

THE SEITEMBER RUSH.

By mid-September the tide of travel to the East being to run strong, and steamers are usually fully booked, to the inconvenience, sometimes, of passengers for Fgypt, Accordingly the P. and O. Company has made an arrangement this year to desputch the Caledonia as an extra boat from Marseilles on September. 20th to convey first and second class passengers to Alexandria at summer rates. There seilles by the China which leaves Tilbury

BOXERISM IN SOUTH KIANGSI.

Houston Line under a contract which should seen the dangerous nature of these proceedings Jay Gould seturns to America with the coveted bind that company for a considerable period and are taking energet c me sures to suppress honour to his credit. to maintain its competition, under severe them. Many persons have been arrested penalties if it broke the contract. The result and punished. Our prefect, Mr. Kuan, sculling at a branch by itself also requires some was that the Houston Line became a member has taken the matter thoroughly in hand with mention under the heading of this article. of the South African Shipping Ring, and out any notice from us. Mr. Kiang another Nine years have elapsed since the title of building, the Norddeutscher Lloyd steamship the competition came to an end. The relation official, is also to be relied on. We are thank. English professional sculling that pion has ful to have such mer, for it would not have been hold by an Englishman, a similar period taken long for this thing to develop, if left making the existence of an English world's alone. The latter official is now on the borders professional. The last Englishman to hold of Kuangtong and Kangsi, where he has been the title was W. A. Berry in 1898, since since the close of the last Chinese ye r. A which date it has been held by Jim good number of the Triads and Big Knife Stanbury and George Towns, both of Society have lost their heads, and the whole | Australia. Towns, who has been successful on no country south of us is now quiet, but by no fewer than six occasions, recently surrendered means subdued. It may be that there are many | the title to his brother. What is looked upon such reports of unrest in different places at as the amateur scalling championship is the

A JEREMIAD OF SPORT.

Whither, asks the Daily Telegraph, have gone the majority of our English championships f Where are those proofs of prowess which it should be England's proud boast that she is able to rotain ?-a boast, alas! she can no longer with fairness maintain. The cup of bitterness, for those who ever ever that in the world of sport England still stands first, must during the past few weeks have been full to overflowing the culminating point being arrived at in the week that has just passed, when the foreigners triumphed in nearly everything for which they like to say anything beyond that. Although competed. Briefly, a number of English championship may be located as follows:

Golf in France. Tennis in America.

Lywn Tennis in Australasia and America. Rowing in Belgium. Sculling (professional) in Australia. Yachting in America and Germany. Pole jumping in Sweden.

Swimming in America. Thus it is that the pupil has in many instances become more efficient than his master, and England, after imparting her knowledge to those abroad, is hoist with her own petard, and now has to stand quietly by whilst English championships one by one have their native shores, some for the first time. To the mind at once recars the question. Are we deteriorating physically? It is a question that has been frequently asked of late, but one which does not come within the scope of this article, in which it is proposed merely to deal with our departed honours. It may be mentioned in passing, however, that to our mind it is not so much a question of deterioration of the nation, this efflux of clampionships, but rather a circumstance which may well be considered by those who may at some future date endeavour to selve

the problem. It is this. The foreigner or Colonial who comes to these shores to compete for English championships comes imbued with a concentration and thoroughness for the task that he has in hand, which, as a rule, will not be found in the average English athlete. The foreigner is now seem to appeal so strongly to the foreigner, content to make his mark in one branch, and will concentrate the whole of his energies to that

This is the heresy of specialization, which it is to be hoped Englishmen will never take seriously. Good "all round" men are better .-

This fact was never more strongly exemplified than at Henley last week, when for the second year in succession we said forewell to the most coveted trophy in amateur rowing, the Grand Challenge Cup, which for another twelve months will repose within the ancient walls of the municipal halls of Ghent. circumstances attending the success of the Belgian crew at Hendey and the lessons to be learned therefrom have already teen fully dealt with in these columns, so that there is no necessity to insist further on the great need for a system of concentration in connection with the premier regatta and the premier prize in amateur rowing in the world if we are to succeed in regaining our lost

. Yet another instance is forthcoming of our seeming decadence, and here the pronouncement and to seek the instructions of the Crown 370,000 kronen per minum, for a term of five in favour of the visitors from other shores is Agents in case any question arose. Shipments years. This is a method of stimulating ship. even more marked, for in the lawn tennis H.D.P.] ping industry which was first hit upon by the | championships they swept the board. Miss M. Sutton, of America, has regained from Mrs. Lambert Chambers the title of lady champion which she previously held in 1905. The men's championships, for the first time since its institution in 1877, departs to Australia in the keeping of Mr. Norman E. Brookes, who in the absence of the previous holder, Mr. H. L. Doberty, defeated the best that England could bring forward at Wimbledon.

Still the rout was not yet complete. M: Brookes and his partner, Mr. A. F. Wilding, secured the pouble championship, in which an English crowd had the mortification of seeing representatives of Australia and America, the latter in the persons of Messrs. Beals Wright and Karl Behr, doing better for an English honour, which, like the singles, had never sincerely to behoped that Englishmen will take mixed doubles saw merica to the fore, Mr Beals Wright and Miss Sutton carrying all before them and beating Mr. A. D. Prebble and Miss D. Boothby in the flual. The only other event at Wimbledon goes to New Zealand, the All Engla d Plate for gentlemen's singles having been won by Mr. A. F. Wilding, and here again a similar state of things previiled to that in the gentlemen's doubles, for the runner up, who was only beaten 6-3, 6 4 was an Austrian, Herr Von Wessely. A sorry state of things, truly, and one which it is to be hoped will set those who take a pride in England's athletic prowess thinking serious'y before next year's Olympic games, when the invasion will no doubt be even more pronounced than it has

But it is not only in the world of 'awa tennis and rowing that England has had such a severe setback, for ingolf we also find now foreign champion—and here Scatland must share in the humiliation of seeing her most covefed honour carried across the English Channel by Arnaud Massey, of La Boulie. Our neighbour the Gaul is another instance of thoroughness in athleticism, which, added to their national temperament, assists them greatly in gaining The following extracts from a private letter | the desired end. France is as yet young in to Shanghai from South Kiangsi, dated July 10, | the study, of Fnglish sports, but she is proving throw an interesting light on the situation in a | another adept pupil notably in athletics and both

We have already referred to rowing, but this time, but Boxerism is a new and unexpect. Wingde d Scalls. A restriction confining the ed feature to us in South Kiangsi. It would be race to amateur soullers of the United Kingdom

T. B. HALL & CO'S

" BOAR'S HEAD"

PINTS & SPLITS.

SOLE AGENTS-

H. PRICE & CO., LTD.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

held the title four years since. Thus it is that amorget foreign scullers the Dismond Sculls at Henley stands first, and this trophy, now held ly Captain Dateil, has made journeys to l'oronto, America, and Amsterdam.

In swimming Englishmen too have fared very hadly of late. As witness, the holder of the 100 yards championship is C. M. Daniels, of America; of the 220 yards is Chris Healy, of Australia, which country has had the custody of many of our chief trophies for natation in her possession before. Now there seems a Lossibility that the challenge trophy presented to the Royal Life Saving Society last year by the King to encourage this most useful branch of the sport may go abroad, for the first part of the contest decided on Saturday resulted in on easy win for a German competitor in O. Schiele.

Although we have had at times something of the nature of an invasion of athletic Americans. who have succeed d in annexing some of our coveted honours, this branch of sport does not although a representative of Pennsylvania University in J. Cartmell was only beaten by a foot by J. W. Morton in the hundred yards championship, after a most desperate race at Fallowfield on Saturday. The only title to leave these shores as the result of that meeting. was that for polo-jumping, which seems to have gone quite out of favour in the country. especially in the south; whilst in the no: th, as compared with the days of T. Ray and V. L. Stones, of Ulverstone, and R Dickinson, of Windermere, it has shown a considerable falling off. This year the title goes to S. Soderotrom, of Stockholme ; last year it was won by A. F. A. Harrigan, of Trinidad : whilst for two years previously it reposed in France with A. Puissegur and F. Gonder.

[If the Swedish or other foreign records are gained in the same way as those of the professional pole-"leapers" cited, we can part with the championship without a sigh. The ancient sport, which enabled men to lean hedges, bogs, etc. and of which we fear the Daily Telegraph knows only the statistics, had deteriorated in our time into a sort o monkey climbing a pole performance, that was certainly not bona-fide leaping - En

There are a number of branches of sport in which the collective performances of a team must be considered rather than the doing of an individual, and in that respect again England is sadly lacking, for she must undoubtedly bend the knee to New Ze land and South Africa in the matter of Rugby football, and now we have up to the present an unbeaten South African cricket team amongst us. America still holds the chief trophy in yachting, but as this article is intended to deal solely with human achievements it is necessary to touch upon the recent French successes on the English Turf except that these all point to the same conclusion viz, that slowly but surely England is losing berstand amongst the civilicised nations as the premier country in sport. It is, however, new kind is claimed to have been established previously been taken out of this country. The the lesson seriously to heart, and that the ay is our lost triumphs in the manner of the studious undergraduate who, when informed that his University had lost the boat race, retorted, "Ah, well, no, matter; we won the chess!"

JOINT STOCK SHARES.

Messys. Vernon & Smyth say in their weekly share report, dated Hongkong 9th Aug., 1957:-We have no improvement in either business or rates to report since date of our last circular The market continues dull and inactive. Exchange on London T/T 2/2.7-8, on Shanghei

BANKS.-Hongkong and Shanghai have ruled weaker and small sales have been effected at 675. for old ex new, and at 520, and 615 for new issue the market closing quiet at quotations. Nationals unchanged. FIRE INSURANCES.—Hongkongs bave

fallen to 3172, with a small business. Chinas remain with sollers at 88. MARINE INSURANCES. — We have no mission, Mr. Wakatsuki said that, in view of business to report under this heading, rates the increasingly close relations between Japan. remaining about the same but with a slight | Europe, and America, the Imperial Governtendency to weakness.

on offer at 291, but we have heard of no sales. | American marke's. He added : - "Our business Indos have been in a small demand at 66k to 67 is to make a careful study of the financial and for old shares, while the quotations for the New | economic situation, and to report to our Govern-Preferred and Deferred remain nominal. We ment. It is also our aim to bring to the have nothing else to report under this heading. knowledge of the people of this country the true REFINERIES.—China Sugars continue weak | condition of Japanese fluance so that there may with small sales at 100, and closing quiet at | b) no misunderstanding on either side. Japan that rate. Luzons unchanged.

which have improved to 51 with buyers we have from abroad."

nothing to report. DOCKS. WHARVES, GODOWNS,-H. & W. Docks continue to rule weak, and after sales entirely ratisfactory. The estimated revenue 724. Shanghei Dock have shown some firmness the rate has improved to 76, while a small estimate. forward demand at lower than equivalent rates remains unsatisfied at time of closing. Shanghai rates come somewhat lower Hongkew Wharfs remain the same without any local

LANDS, HOTELS AND BUILDING .- Hongkong Lands continue to rule weak at 99, and a sm ill sale is reported at 98. Hotels have been placed at 110 and later at 100 closing with buyers at the latter rate. Humphreys have found buyers at 104, and close steady a' that rate. Shanghai Lands have declined to 100.

COTTON MILLS -Laon Kung Mows have declined to 93, and Soy Chees to 310 Hongkongs have been placed at 11, and close quiet at that

MISCELLANEOUS.—China Provident have been done at 8.90, closing with sellers at that and with buyers at 8.80 Dairy Farms have Regarding the America-Japanese question, improved to 151 with buyers and no sales to Mr. Wakatsuki said:-" Of course, the Japanese report, Green Islands and Watsons have found | do not like the recent incidents at San Francisco, buyers at quotation and close in further demand, but we regard them as purely local. The We have nothing else to report under this Imperial Government does not in the slightest foreign competition, although an Australian



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Cutlcuta Soap combines delicate measures and ensistent properties derived from Cuticura, the great Shin Curs, with the purest of saponaceous ingredients, and the most refreshing of flower odors. Sold throughout the world. Depots: London, 27 Charterhouse Sq.; Paris, & Rue de la Paix; Australia, R. Towns & Co., Sydney; Boston, U.S.A., 137 Columbus Ave., Potter Drug & Chem.

THE JAPANESE FINANCIAL COMMISSION.

The Imperial Japanese Financial Commission recently appointed by the Emperor has arrived in London, Mr. Reiziro Wakatsuki, Vice-Minister of Finance, is the Special Commissioner, and he has as colleagues Mr. Kengo Mori, S cretary of the Finance Department, who acts as secretary to the Commission. Messrs. Kanno and Nishino, of the Treasury. nd three assistants from the Tokyo Treasury.

The headquarters of the Commission, which is a permanent one, will be in London, where the Commissioner will reside, but visits will be made to France and the United States as occasion may require. Shortly after his arrival Renter's representative had an interview with the Commissioner, who explained in det il the objects of the Commission, and made a statement on the fluencial situation in Janan.

Regarding the appointment of the Comment had decided to appoint a permanent SHIPPING.-H. C. & Macaos have remained | Commission in the centre of the European and has no idea of floating a new foreign loan, for MINING.-With the exception of Raube, she has no need at this period of further capital

Dealing with the financial position Mr. Wakateuki said that the general condition was at 100 are procurable at that rate. Kowloong in the Budget for 1906.7 has, according to the Wharfs remain quiet and the rate has fallen to actual accounts which came in at the end of June, been exceeded by 30 million yen. At the and with a local enquiry remaining unsatisfied, same time, the expenditure is below the The Special Commissioner went on to say :-

"When the war anxiety was over the new enterprises embarked upon were really in excess of the demand. There was naturally a reaction and consequent depression. This is, however. now past, for we have seen the worst of this reaction, and the tendency all round is an upward one.'

Turning to the question of new markets opened up since the war, the Special Commissioner said that in the case of Korea Japan was the chief source of supply before that period' but in Manchuria Japanese trade had largely increased. He added :- "Manchuria is open to all countries on an equal footing, but naturally we derive much advantage from our geographical

degree judge American feeling by these affairs."

Communications respecting Advertisements, Sulseri stions, Printing, Binding, &c., should be addressit DATET PRESS only, and special business matter THE MANAGER.

Orders for extra copies of Dirty Punsa should After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are mi ordered for a fixed period will be continued until

countermanded. Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed

#### P.O. Box, 33. Telephone No. 12. NEW ADVERTISEMENTS HONGKONG VOLUNTEER TROOP

GYMKHANA. WING to the bad weather, the GYMKHANA to have been to-day on POLO GROUND has unavoidably been POSTPONED till SATURDAY, 174 August, at 4 P.M., when the Members of the Troop will be "AT HOME" to their Hongkong, 10th August, 1907.



IN THE MATTER OF THE Unclaimed Balances Ordinance, 1885, Section 4.

TOTICE IS HEREBY GIVEN that if no claimante appear within Twelve Months from the date of this Notification to claim any funds remaining from the Estate of the undermentioned deceased persons, such funds will be transferred to the revenue of this Colony.

F. De Sa	Deceased	8	12 <b>3.6</b> 3
Goh Tush Chee	70		837 74
S. Jairum	**		333.86
V. Goculdass	••		157.70
E. A. Ivanoff	21	1.	,779.23
W de Russett	/ 21		88.97
S. Manasseh	<b>3</b> 1		264.10
Tong Mow Chee	• • • • • • • • • • • • • • • • • • • •		256.04
J. Uminshankar	1)		222,30
Mrs. M.P. Marques	31		433,44
Robert Frager Smith			397.56
Ho Wyson	– <b>3</b> ) '		61.08
Mrs. M. I., M. Burko	11		180.78
Edward Abbott	**		€06.99
John Long	•		358.37
D. B. Adamson	1)		570.73
Hamilton E. Hamme	on ,,	·- ·	109.61
Cuan Sz	79		136.29
William Power	99		154.39
Mrs. A. J. C. Lecard			25.30
John Grindrod			22.4
C. Encarcacao	12		21.70

87,325.70 Daled the 9th day of August, 1907. J H KEMP, -1325Official Administrator. PUBLIC AUCTION.

**FIRE** Undersigned have received instructions to sell by Public Auction. FOR ACCOUNT OF THE CONCERNED. TO DAY (SATURDAY),

the 10th August, 1997, at 2.30 P.M. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, SUNDRY GOLD AND SILVER JEWELRY, Comprising: -

GOLD AND SILVER WATCHES. GOLD RINGS, DIAMOND RINGS, BRACELETS, EARRINGS, &c., &c.

TELESCOPES, MICROSCOPES FIELD GLASSES, FELT HATS, · BANJO, MANDOLIN, &c., &c., TERMS: -As usual. HUGHES & HOUGH,

Auctioneers. Hougkong, 10th Augus', 1907.



FINE Undersigned have received instructions from the Official Receiver, to Sell by Public Auction. FOR ACCOUNT OF THE CONCERNED. On THURSDAY.

the 15th August, 1907, at Noon, at their GREEN ISLAND CEMENT COMPANY, SALES ROOMS, No. 8, Des Voux Road. (Corner of Ice House Street), SUNDRY WINES AND SPIRITS. Comprising :-

SCOTCH WHISKY, COGNAC CLARET, HOCK, VERMOUTH, OL TOM GIN, CHAMPAGNE, &c., &c., &c. TERMS:—As usual.

HUGHES & HOUGH Government Auctioneers. Hongkong, 10th August, 1907. ALTERATION.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

HE Company's Steamship 'HAICHING." Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 10th inst., at 3 P.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 10th August, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

TIME Steamship

"JAPAN," having arrived from the above Ports, Con. signees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignes' risk and

Cargo remaining on board after 4 P.M. of the 12th inst, will be landed at Consignees' risk and expense.

Consignces of cargo from SING PORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk und expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Hongkong, 9th August, 1907.

#### PUBLIC COMPANIES

HONGKONG CANTON AND MACAO By Order of the Executors of the late STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. be sent in before 11 a.m. on day of publication, ITHE EIGHTY-SECOND ORDINARY. HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office o' the Company, Hotel Mansions, on TUESDAY, the 13th August at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive. By Order of the Board of Directors, W. E. CLARKE.

Secretary. Hongkong, 22nd July, 1907. HONOKONG AND SHANGHAI

BANKING CORPORATION.

OTICE IS HEREBY GIVEN that the Certificate No N.S. 4,2'0, dated Hongkong 9th July, 1902 for Ten Shares of this Bank numbered 14,823 to 14,832 inclusive registered in the name of CHENG PO CHO bas been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 13th day of August, 1907, a New Certificate for the shares will be issued. and the aforesaid Certificate No. N.S. 4,250 will be thereafter treated by this Corporation as Null and Void. By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager. Hongkong, 13th July, 1907. HONGKONG AND SHANGHAI BANK-ING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August 1907, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30 h June, 1907. By Order of the Court of Directors,

J. R. M. SMITH, Chief Managor. Hongkong, 1st August, 1967,

HONGKONG AND SHANGHAI BANK. ING CORPORATION.

NYOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from TUES. DAY, the 6th to the 17th day of August, 1907 (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Court of Directors,

J. R. M. SMITH. Chief Manager. Hongkong, 1st August, 1907.

THE HONGKONG ROPE MANU. FACTURING CO., LIMITED.

N INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's

The TRANSFER BOOKS of the Company August, both days inclusive. SHEWAN TOMES & CO.,

General Managers. Hoogkong, 2nd August, 1207: HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 19th August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907. The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary. Hongkong, 30th July, 19 7. LIMITED.

NOTICE.

CHAREHOLDERS are reminded that Interest at the rate of 12 per cent. per annum, is payable on overdue calls SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd August, 1907.

TRANSLATED NOVELS (some illustrated, Actresses' Photos; cataligue free, or with sample, 11d. (letter postage) .... A. DE SAILLE, 20, Rue de la Michodière, Paris.

PUBLIC AUCTION.

HE Undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 10th August, 1907, commencing, at 2.30 P.M., at the

"HOTEL BALTIMORE," Wyndham Street,— FOR ACCOUNT OF THE CONCERNED,

THE WHOLE OF THE VALUABLE FURNITURE THEREIN CONTAINED,

Comprising:— Very Finely CARVED TEAK SIDE-BOARD with BEVELLED MIRRORS, COVERED DINING CHAIRS, ELECTRO PLATE AND GLASSWARE, SINGLE & DOUBLE BRASS-MOUNTED BEDSTEADS. FINE TEAK WARD. ROBES with Bevelled Mirrors, DRESSING TABLES with Bevelled Mirrors, MARBLE-TOP WASHSTAND. TOILET SETS, LACE CURTAINS, LEATHER COVERED BUITES, CARPETS, RUGS, &c. &c. Some Finely CAR VED CANTON BLAK-WOODWARE, JAPANESE SILK L ... BROIDERED SCREENS and WALL MANGINGS, and CABINETS.

One COTTAGE PIANO by Challen & Son. by Neumeyer & Co. TERMS: -As Usual. Catalogues will be issued. On view from Thursday the 8th August, 1907.

GEO. P. LAMMERT. Auctionear. Hongkong, 3rd August, 1907.

#### AUCTION

EDMUND SHARP, Esq., deceased. NOTICE TO CAPITALISTS AND

INVESTORS. Valuable House Property Low Reserves. Offering Good Investments in a Good Locality.

PUBLIC AUCTION

Large and Valuable L ASEHOLD A PROPERTY situate at Victoria in the Colony of Hongkong and being parts of Inland Lots 679 and 747 wher on are situate the houses known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9. 10, 11, 12 and 13 FUK LUK LANE; Nos. 100, 102, 104, 105, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 130 THIRD STREET; Nos. 113, 115, 117, 119, 121, 123, 125 and 127 THIRD STREET;

Nos. 1, 2, 3, 4, 5, 6, 7, and 8, FUK SAU LANE;

to be sold by PUBLIC AUCTION. in 6 lots or otherwise, as the Auctioneer shall declare, on

MONDAY. the 19th day of August, 1907, at 3 o'clock P.M. at his Sales Rooms, in Duddell Street

Mr. GEO. P. LAMMERT, Auctioneer, The following is the description of the Property :-

Lot I .- All that piece or parcel of ground situate at Victoria in the Colony of Hongkong intended to be registered in the Land Office as Section B of Inland Lot No. 679 containing a frontage to Fuk Luk Lane of 96 feet or thereabouts and an area 4,520 square feet. Apportioned Annual Crown Rent \$28,34, Party Wall.-The wall on the +asternmost side of this Lot is a Party Wall House. On this Lot or on some part or parts thereof are creeted the substantial houses known as Nos. 7, 8, 9, 10, 11, 12 and 13 Fuk Luk Lane.

Lot 2.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Lund Office as Section C of Inland Lot No. 673 containing a Frontage to Fak Luk Lane of 82 feet 4 inches or thereabouts and an area of 3,876 square feet. Apportioned Annual Crown rent \$24.30, Party walls.—The walls on the Easternmost and Westernmost boundaries of this Lot are Party Walls, Houses.-On this , Lot or on some parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5 and 6

Fuk Luk Lane. Lot 3.—All that piece or parcel of ground situate at Victoria aforesaid intended to be egistered in the Land Office as Section D of Inla d Lot No. 679 containing a frontage to Third Street of 110 feet or thereabouts and an area of 5,396 square f.et. Apportioned Annual Crown rent \$33.83. Party Walls.-The Wall on the Westernmost side of this Lot is a Party Wall. The Wall on the East side of this Lot dividing the same from Section A of Inland Lot No. 679 and which is of a longth of 6 feet and 7 inches is a Party Wall. The Wall on the South side of this Lot dividing the same from Section A of Inland Lot No. 679 and which is of a length of 41 feet S inches is a Party Wall. Houses,-On this Lot or on some part or parts thereof are erected the substantial houses known as will be CLOSED from the 14th to the 17th Nos. 100, 102, 104, 106, 168, 110, 112 and 114 Third Street:

Lot 4.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 679 containing a frontage to Third Street of 110 feet or thereabouts and an area of 5,691 square feet. Apportioned Annual Crown rent \$35.68. Party Wall .- The Wall on the Easternmost boundary of this Lot is a Party Wall. Honses.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 116, 118,

120, 122, 124, 126, 128 and 130 Third Street. Lot 5.—All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as Section C of Inland Lot No. 747 having a Frontage to Third Street of 117 feet 4 inches or there ibouts and an area of 6101 square feet. Apportioned Annual Crown rent \$19.65. Party Wall, -The wall on the Easternmost boundary of this Lot is a Party-wall. Houses On this Lot or on some part or parts thereof are erected the substantial houses known-as-Nos. 113, 115, 117,

119, 121, 123, 125, and 127 Third Street. Lot 6 .- All that piece or parcel of ground situate at Victoria aforesaid intended to be registered in the Land Office as The Remaining Portion of Inland Lot No. 747 containing a frontage to Fuk Sau Lane of 117 feet and 4 inches or thereabouts and an area of 6219 square feet. Apportioned Annual Crown rent \$50.62, Party Wall. -The wall on the Easternmost boundary of this Lot is a Party wall. Houses. -On this Lat or on some parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5, 6, 7, and 8, Fuk Sau Lane.

All the above described Lots are held of the Crown for 999 years from the 25th day of June 1861 and are more particularly delineated and described on a Sale Plan thereof which can be inspected at the Office of Messrs. JOHNSON, STOKES and MASTER, the Vendor's Solicitors, at any time previous to the Sale, For Further Particulars and Conditions of

Sale apply to Messrs. JOHNSON STOKES & MASTER. 8, Des Voeux Road Central,

Vendor's Solicitors. Mr. GEO. P. LAMMERT.

Auctioneer. Hongkong, 9th August, 1907.

# NEW CARTRIDGES.

INY Popular English Manufacturers, In all Bores and Sizes. SMOKELESS POWDER and CHILLED DINNER WAGGONS, LEATHER SHOT. From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & CO. Hongkong, 26th October, 1906.

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT

HONGKONG For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years FROM 1874 TO 1906.

Price: \$2 Cash. On sale at the "DAILY Parss" Office, or Local Booksellers.

## INTIMATIONS

HONGKONG JOCKEY CLUB. SUBSCRIPTION GRIFFINS.

MEETING of Members interested in SUBSCRIPTION GRIFFING for the next RACE MEETING will be held at the Office of the Jockey Club (Hongkong annexe) TO-DAY (SATURDAY), 10th instant, at Noon. Hongkong, 8th August, 1907.

HONGKONG VOLUNTEER CORPS.

WT is proposed to form an Infantry Company with a Detachment Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS, morning or afternoon. A. J. THOMPSON, Captain,

Staff Officer H.K.V.U. Hongkong, 27th July, 1907. OREGON PINE LUMBER.

TODWELL & COMPANY, LIMITED have always in stock a supply of the above in all sizes. Prices may be obtained on application. nongkong, 26th July, 1907.

NOTICE.

DILLS for all Monies due by me should. be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1997, will be passed into the hands of my Solicitors,

J. W. OSBORNE. Hongkong, 15th July, 1907.

WAR DEPARTMENT CONTRACTS.

TIENDERS will be received at the HEAD QUARTERS OFFICES, Victoria Barracks, until 12 Noon on 20th August, 1937, for the SUPPLY of FLOUR for six months co . mencing 1st October, 1907.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Com-MANDING ARMY SERVICE Corps, between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly completed, sign d and dated, and no tender will be noticed unless delivered upon the proper Form at the HEAD QUARTER OFFICE by 12 o'clock NOON on the above date, in a closed envelope marked "TENDER FOR FLOUR" on the outside. The right to reject any or all Tenders is reserved.

Head Quar er Offices, Hougkong. 9th August, 1907. FRENCH LESSONS.

TRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English

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OND FLOOR No. 12, QUEEN'S ROAD CENTRAL. No. 38, UAINE ROAD.

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1, Des Voux Road. Hongkong, 11th July, 1907. TO LET.

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Hongkong, 22nd Pecember, 1903,

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MR. ASQUITH ON TRADE AND FINANCE.

In accordance with the annual custom, the Lord Mayor and the Lady Mayoress entertained a large and distinguished company at dinner last month at the Mansion-house "to meet the Chancellor of the exchequer, the Governor and Directors of the Bank of England, and the bankers and merchants of the City of Lordon." The company included ladies, and the seats on the immediate right and left of the Lord Mayor were occupied by Lady Dorothy veville und the Lady Mayoress Among the guests were the chairmen of the principal London banks and representatives of other financial and commercial institutions.

After the circulation of the loving cup, and the loyal toasts having been drunk,

The Lord Mayor proposed "Continued Prosperity to the Public Purse and the Health of the Cancellor of the Exchequer" (cheers) remarking, amid laughter, that he supposed that most of them, if they told the truth, would prefer to drink continued prosperity to their own purses rather than to that of the public purses. though he ventured to think that they could not have the one without the other. They were all proud of Mr. Asquith in the Cit., because they. taught him all he knew, for he was an old Cit of London School boy (cheers), and if he wante any further luition he had better go into the City for it, and they would give it to him (Laughter.)

The toast was heartily drunk. Mr. Asquith, who was warmly received, in reply, observed that it was some months since he had the honour of accepting the Lord Mayor's invitation to that dinner, and he confessed that the interval there had been moments-days, even weeks-when he had felt doubtful whether it would be safe for him to appear in the heart of the City of London -at any rate, without adequate police protection (laughter) - for during that time the Ci y had gone through doleful and dismal experiences fit to be matched-and only fit to be matched by the dull and sunless weather of this abnormal season. He did not deny that political conditions, external or internal, were an important, though, perhaps, not a permanent or determining, factor in the course of trade, but they were not the most important, for, as he thought he said there last year the Chancellor of the Ec chequer could do very little to help, and he was not sure that he could do very much to burt, the trade of the country. In his humble way he had done what little he could to prevent things from going, at any rate, from bal to worse. He had kept off the market issues - tha fear or the apprehension of which had, been somewhat oppressive—of Irish Land stock, of Local Loan stock, and of other stocks to which he need not more particularly refer; he thought they would all agree with him that during the last fortnight or three weeks there had been a decidedly better tendency. (Hear, hear.) He would not attempt—the occasion would be mist inappropriate for doing so -- an analysis of the causes of the shrinkage which had occurred in the last few years in the values of what were called "gilt-edged securities." The causes were very familiar to most of those present-causes difficult for human foresight to control, but involving the permanent destruction of capital and trenching on the reserves which were normally free from eucroachment. There were other causes which were owing really to the prosperous activity of trade, and when prople could obtain 5 per cent. or 6 per cent. for their cent., 23 per cent, or even 3 per cent., as he knew tempted to think that it would be a good thing for all of them if they could go into a rest cure should be allowed to read the daily Press.

important, for a week or ten days no City men | Meditation. (Laugther.) He thought that if they could Catholic), Mass, Benediction and Sermoa in the occasionally have an interval of that kind they | English) at 10 a.m. would all come out with restored nerves, and, perhaps, with a clearer sense of perspective. As far as his means of information went, he was able to give a reassuring account of our commercial and our financial position. Trad+ in almost all its departments-both our domestic trade and our trade over the seaswas in a good and healthy condition. (Hear, hear.) The public revenue, so far as one could judge from the returns for the first quarter of the year, was coming in in a satisfactory fashion. Even our railways, our home railway, which had suffered so much from the recent scares and depression, were making excellent returns, and, so far as he could discern, there were upon the horizon no signs of actual or impending money stringency. There was certainly no prospect of new issues of an exacting or really substantial

kind. There were two points to which he desired to make a brief reference. On the same occasion last year he alluded to the question of our gold reserves, and hesuggested—the suggestion being received with great frigidity-that, at any rate, a palliative he would not say a cure-for some of the existing acknowledged evils could be found in a more frequent publication of their accounts by the banks. Since then there had been a good deal of discussion on the subject, but he could not say what progress had been made. For himself he wished to say that he should not lose sight of the matter, as he regarded it as most vital in the interests of our credit and of the banking system of the country. The other point on which he desired to say a word was this. He had seen it constantly suggested that there was, under existing political conditions, serious, or, at any rate, possible danger, both to the investment of capital and to its earning its proper fruit and remuneration in this country. He therefore

wished to say that, so far as his knowledge went, such apprehensions were entirely without foundation. Speaking as a member of the Government, for himself, and, as he believed, for all his colleagues, he did not think that any one was justified in entertaining any real apprehension that the conditions of stability under which for so long the great fabric of credit in this city had existed were in any danger

of being imperilled or undermined. (Cheors.) The Lord Mayor afterwards proposed Success to the Bankers and Merchants of the City of London," and the toast was warmly

drunk. The Governor of the Bank of England (Mr. W. Middleton Campbell), in reply, observed that such a toast was specially welcome at the present time, as the financial institutions of the country had recently passed through a period of considerable stress, although, thanks to the prosperity of the internal trade of the country and the sound condition of the banking community, there had been no serious trouble. He was glad to have that opportunity of acknow-ledging the sympathetic support which the banks gave to the central institution during the past year, and he trusted that this good feeling would always continue. It was true that the Bank of England must at all times preserve its complete independence, but he believed it was for the interest of commerce, as well as of

the banks, that there should be harmony and confidence between the Bank of England and the banks of the United Kingdom. (Cheers.)
Butthe period of stress to which he had referred once again gave an opportunity to those gentlemen who had theories on banking reserves. Apart from the correspondence in the financial Pross, he had not observed much indication on the part of the commercial community either for the increase of reserves or for the publication of monthly or weekly averages; but now that there had been so much discussion on the subject It would be well for the banks of the United Kingdom to give the suggestion their careful consideration. Some of the great banks had ulready published their reserves at the close of each month, and he understood that they and others were prepared to go further, and to give the information which the critics desired; and it would be a wise and a sound policy if all the banks in Loudon conformed to the proposal. The country banks, he realized, were in a somewhat different position, and, inasmuch as they draw their deposits from limited areas, he could appreciate their unwilling seas to give their figures, as during cortain periods, when industries required exceptional assistance, they might have some difficulty in showing figures correspondingly good to those given at other periods of the year. But even with this disadvantage they must realize that it was better for them to come into line than to risk legislation. Indeed, legislation in any form ought to be avoided. (Hear, hear.) They all kner what inconvenience and trouble had arisen in New York through the reserves of the Associated Banks having been fixed by lav at 25 per cent of their deposits; whether the value of manay was 5 per cent or 25 per cent, the proportion must still be the same. With such a law there could be no elasticity, and such a system, he thought, must lead to a curtailment of credit in times of pressure. Wails attaching the greatest importance to suitable reserves, the bickbone of banking was the management of the loans and discounts. If these were used for the encouragement of legitimate commerce, and not for the fostering

#### CHURCH SERVICES.

instance of Lord Avahury.

of rank speculation, either at hone or abroad,

they need not contemplate financial troubles.

On the other hand, if there was legislation which

might lead to undue interference with the

responsibilities which properly belonged to and

must rest on the banks, then he should be afraid that the tout might not be realized to the

extent they all desired. (Hear, hear.)
The health of the Lord Mayor and the Lody

Mayoress was after wards cordially drank at the

St. Peren's Chunch Queen's Road, West .--Eleventh Sunlay after Trinity. Holy Communion 7.30 a.m. Morning Prayer II a.m. Venite, To Hooper; Daum, Woodward; Benedictus, Troutback; Hymns, 4, 114, 170 and 183; Kyrie. Evening Prayer 6.30. Magnificat, Smyrt; Nuns Dimittis, Heathcote; Hymns, 12, 99, 187 and 16. The Churchlaunch, Dayspring, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. The "Answering Pennant" is the call flag. All the sittings are free and unappropriated. Visitors

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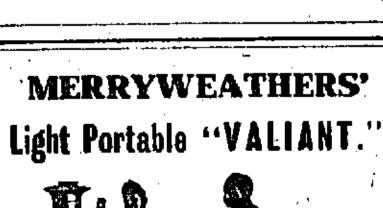
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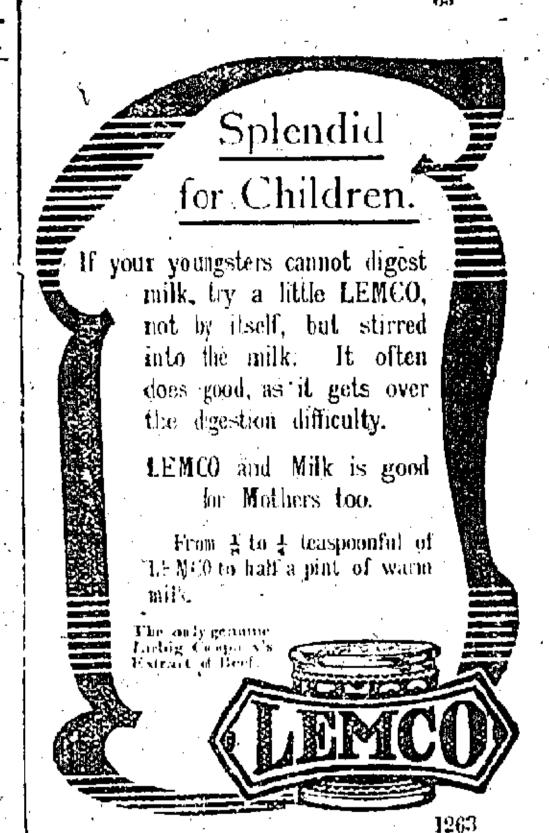
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The Finest Scotch Oats deprived of every particle of HUSK and FIBRE combined with PLASMON

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TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable

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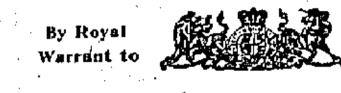
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is an excellent tonic, bracing the system when everything else fails.

Try a little milk in your hot Bovril.

#### SHIPPING.

ARRIVALS. DELTI. British str., 4.783, J. D. Andrews, R.N.R., 8th August-Shanghai 6th August, Mails and General-P. & O. S. N. Co. HAITAN, British str., 1,183, J. S. Roach, 9th August-Coast Ports 8th August, General-

Douglas, Lapraik & Co. JAPAN, British str., 3 806, Olifent, 9th August -Singapore 4th August. General-David Sassoon & Co. KWEIYANG, British str., 9th Aug.-Canton.

Loo Sun, German str., 1,020. W. Taubert, 9th August-Bangkok 31st July, Rice & Wood -Melchers & Co. MAUSANG, British str., 1,6-14, R. Houghton, 9th Aug.-Sandakan 4th Aug., General-

Jardine Matheson & Co. RELYERS DALE, British str., 2 384, Hay, 9th Aug. -Sourabaya 30th July, General-Butterfield & Swire.

SCANDIA, German str., 3,109, W. von Dohren, 9th August-Foochow 7th August, General-Hamburg Amerika Linie. SHAWMUT, American str., 9,6%, F. V. Roberts, 8th Angust-Manila 6th August, General

-Dodwell & Co. TAMING, Brilish str.; 1,353, A. W. Outerbridge, 9th August-Manila 6th August, Hemp and General -- Butterfield & Swire.

CLEARANCES AT THE HARBOUR MASTER'S OFFICE. 9th August.

Delhe, British str., for Europe, &c. Iyo Maru, Japanese str., for Kobe. Nikko Mare, Jap. str., for Australian Ports. DEPARTURES. 8th August.

DAKOTAH. British str., for San Francisco, 9th August. Huichow, British str., for Canton. MEEFOO, Chinese str., for Canton. ONSANG, British str., for Samarang. SHAGHSING, British str., for Canton

SHIPPING REPORTS. The British str. Toming reports: Fresh Easterly breeze and moderate see, cloudy and showery. The Britishstr. Hadden reports: Strong East

to N. E. breem, weather threatening and with light rain at intervals. VESSELS IN DOCK.

August 9th. ABERDEEN DOCKS.-- Arabia. KOWLOON DOCKS - Vigitante. Ponglong. Britomart H.M.S., Korea.

VESSELS ON THE BERTH

COSMOPOLITAN DOCKS .-

NAVIGAZIONE GENERALE

ITALIANA. (Florie and Rubattine United Companies.)

STEAM FOR BOMBAY, VIA SINGA FORE AND PENANG. Having connection with Company's Mai. Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-EANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and MALAGA.) TITHE Steamship

" LEVANZO." Captain Belsito, will be despatched as above on MONDAY, the 12th inst., at Noon. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents,

Hongkong, 1st August, 1907. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AMOY AND FOOCHOW. THE Company's Steamship

"HAITAN," Captain J. S. Rozeh, will be despatched for the above Ports on MONDAY, the 12th August, at 2 P.M.

For Freight or Passage apply to DOUGLAS LAPRAIK & Co., General Managera. Hougkong, 9th August, 1907.

CHINA COMMERCIAL S.S. CO., LTD. NOTICE.

FOR SALINA URUZ, MEXICO. THIHE Steamship

"GLENESK," 3,524 Tons. Capt. J. Rafferty, will be despatched for the above ports via MOJI, JAPAN. on MONDAY, the 12th August, at 4 P.M. For Freighter Passage, apply to CHINA COMMERCIAL S.S. Co., Ltd., Hotel Mansions.

Hongkong, l0th August, 1907.



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS, - RED SEA, BLACK SEA, LEVANT, VENICE and Adriatic Ports.

THE Company's Steamship

"AUSTRIA," Captain Bilatter, will be despatched as above on or about the 30th August. This Steamer has capital accommodation for passengers, electric light, and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER & Co. Agents, Prince's Buildings. Hongkong, ilst July, 1907.

ON SALE.

OUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With Index. Price \$7.50. .On sale at the " Hongkong Daily Press "

Hongkong, 20th July, 1907.

#### VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and howhon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard.

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d ,	DESTINATION	VEREKL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
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		ja julius saajuu saa saaya <del>saa miii</del>			·		
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•	LONDON &c., VIA UBUAL PORTS OF CALL	DELHI	Brit. str	L .	J. D. Andrews, R.N.R	P. & O. S. N. Co.	To day, at Noon,
	LONDON & ANTWESP VIA SINGAPOED, &C	SIMLA	Brit. str		C. D. Goldsmith, R.N.R.	P. &. O. S. N. Co.	About 14th inst.
ŗį	MARSEILLES, &c., VIA PORTS OF CALL	SALAZIE	fren.str.		Aillaud	MESSAGERIES MARITIMES	On 20th inst,, at 1 r.m.
•	COPENHAGEN & ST. PETERSBURG	Sotrudnik	Dan, str.			Milchers & Co.	Middle of September.
١	HAVRE & HAMBURG VIA STRAITS, &c	SAXONIA	Ger. str. ,.	k.w.	Habel	HAMBURG-AMERIKA LININ	On 20th inst.
<u>.</u>	NAPLES, GENCA, GIBRALTAR SOUTHAMPTON &c.	Zieten	Ger. str	<u></u> .	F. Proseh	MELCHERS & Co.	On 14th inst., at Noon.
1	HAVRE & HAMBURG VIA STRAITS, &c	SLLYONIA	Ger. str.	k. w.	Wunnenberg	HAMBURG-AMERIKA LINIE	On 17th September.
Į	NAPLES, PLYMOUTH, HAVRE & HAMBURG.	HABSEURG	Ger, etr	k. w.	f'iller	HAMBURG-AMERIKA LININ	On 4th September.
۱,	TRIESTE, &c., VIA SINGAPORE, &c	A USTRIA	Aus. str	<del>-</del>	A. Bilaffer	SANDER, WIEDER & Co.	About 30th inst:
)	DURBAN	PELIOPOLIS	Brit. str.	<b>—</b>	Martin	GIBB, LIVINGSTON & Co	About 20th inst.
İ	NEW YORK	Tubor Prince	Brit. etc. , ,	. —	McDougale	ARNHOLD, KARBERG & Co	About 15th inst.
Ì	NEW YORK	ABELLOUR	Brit. str	<del></del>	188 484 mpw mgg, 100 (pa)	SHEWAN. TOMES & Co.	On 23rd inst.
-	NEW YORK	SATEUMA A	Brit. str	'	***	DODWELL & Co., LTD	On 7th September.
	BOSTON & NEW YORK	GRAZEE	Brit. etr	· ·		DODWELL & Co., LD.	On 14th September.
	VANCOUVER VIA SHANGHAI JAPAN, &c	-	Brit. etr	2 m.	*** *** *** *** ***	UANADIAN PACIFIC R. Co.	On 14th inst., at Noon.
-	VANCOUVER VIA SHANGHAL JAPAN, &c	Fupres of Japan	•	'Im.		CANADIAN PACIFIC R. Co	On 29th inst., at 4 P.M.
-	VICTORIA (B.C.) & TACOMA VIA JAPAN	EHAWMUT	Am. etc.	<del></del>	E. V. Roberts	DODWELL & Co., LTD	On 15th inst
	CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	GLEN FARG	Jap. str	_	***	Toyo Kisen Kaisha	Middle of Aug.
	SALINA CRUZ, MEXICO, VIA MOJI, JAPAN	GLENESK	Brit, etc	_	J. Kafferty	CHINA COMMERCIAL S.S. Co	On 12th inst., at 4 P.M.
	AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR.	Ger. str		W. von Senden	MELCHEES & Co.	On 15th inst., at Noon.
-	AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. etr	<b>'</b> ·	L. Dawson	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
1	AUSTRALIAN PORTS VIA PERT DARWIN &c	Eastern	Aus. str	- •	McArthur	GIBB, LIVINGSTON & Co	On 31st inst., at Noon.
	YOKOHAMA AND KOBE	TSINAN	Brit. str	·	C. Lindbergh	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
1	YOROHAMA AND KOBE	Prinz Sigirmund	Ger. str.	'	D. Lenz	MELCHERS & Co.	About 23rd inst.
ı	VLADIVOSTOCK	VINE BRANCH	Brit. str. ",,		*** *** *** *** ***	DODWELL & Co., LTD	About 10th Sept.
ı	JAPAN	Tillawong	Dut. etr	_	Jurringese	JAVA-CHINA-JAPAN LIJN	Quick despatch.
	TSINGTAO CHEFOO & NEWCHWANG	KWEIYANG	Brit, str. 🦼	<del></del>	Dowson	BUTTERFIRED & SWIRE	To-day, at 4 P.M.
ļ	SHANGHAI	WINGSANG	Brit. str		H. G. Walker	JABDINE, MATHESON & Co., LD.	To-day, at 5 P M.
Ţ	SHANGHAI, YOKOHAMA & KOBE	FOTRUDNIK	Dan. str	·		MELCHERS & Co.	Middle of Aug.
	SHANGHAL YOKOHAMA, & KOBE	VOLWAREIS	Aus. str	_	B. Bednara	SANDER, WIELER & Co	On 12th inst., P.M.
	SHANGHAI	CHOYSANG	Brit. Btr		A. E. Sandbach	JARDINE, MATHESON & Co. Ld.	On 13th inst., at 4 P.M.
1	SHANGHAI, YOKOHAMA, KOBE & MOJI	JAPAN	Brit. str		J. G. Olifent	DAVID SASSON & Co., Lrd	On 13th inst., at 3 P.M.
i	SHANGHAL KOBE & YOKOHAMA	SLAVONIA	Ger. str	k, w.	Wünnenberg	HAMBURG-AMERIKA LINIE	On 14th inst.
	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str		E. Malchow.	MELCHERS & Co.	About 14th inst.
	SHANGHAI MOJI, KOBE & YOKOHAMA	NAMUR	Brit. str	) <del></del> ,	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 16th inst.
	SHANGHAI, KOBE & YOKOHAMA	LIBERIA	Ger. str	k. w.		HAMBURG-AMERIKA LINIE	On 26th inst.
	SHANGHAI, YOKOHAMA & KOBE	TRANQUEBAR	Dan. str		***	MELCHERS & Co.	End of Aug.
	SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str		A. E. Hodgins	DOUGLAS LAPRAIK & Co	To-day, at 3 P.M.
ĺ	SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str	2 h.	J. S. Roach	DOUGLAS LAPBAIK & Co	On 12th inst., at 2 P.M.
	SWATOW, AMOY & SHANGHAI	SHANSI	Brit. str.		*** 141 *** *** 481		On 12th lost, at 4 P.M.
	SWATOW, CHEFOO & TIENTSIN	Huichow	Brit. str	. —	E. Forsyth	BUTTERFIBLD & SWIRE	On 13th inst., at 4 P.M.
	PAMSUI VIA SWATOW & AMOY	_ ·	Jap. str	<u> </u>	H. S. Smith	OSAKA SHOSEN KAISHA	To-morrow at 10 cm
	HA1PHONG	Нирен	Brit. str		A. Mathias	BUTTERFIELD & SWIRE	On 14th inst., at Dlight.
1.	HOIHOW, PAKHOI & HAIPHONG	BINGAN	Brit. str		Jamesen	BOTTERFIELD & SWIRE	On 16th inst, at Daylight
	MANILA	YUENSANG	Brit. str		T. Merrick	JABDINE, MATHESON & Co., LD.	To-day, at 4 P.M.
	MANILA	Rubi	Brit. str		R. Almond	SHEWAN, TOMES & Co.	To-day, at 4 F.m.
	MANILA	Taming	Brit. str		A. W. Outerbridge	BUTTERFIELD & SWIBE	On 13th inst., at 4 P.M.
	MANILA	ZAFIRO	Brit, str.		A. Fraser	SHEWAN, TOMES & Co.	On 17th inst.
	KUDAT & SANDAKAN	Borneo	Ger. str	<u> </u>	F. Sembill	MELCHERS & Co.	
	SINGAPORE, PENANG & CALCUTTA	LAIBANG	Brit, str.		E. J. Tadd	JARDINE, MATHESON & Co., LD.	About 31st inst., 9 A.M.
	DONDARY CINCADODD & DONANO	Leyanzo	Ital str.	<del></del>	Belsite		To-day, at 3 P.M.
1	JAVA	SHANTUNG	Brit, str	· · · · · · · · · · · · · · · · · · ·	1.1 111 11. 11. 11. 11.	· <del></del>	On 12th inst., at Noon.
	ramera e se ese ses aes <b>ses têt fils bre se</b> s tes ses ses. 	CHARLETTA ALLES		·			On 13th inst., at 4 p.m.
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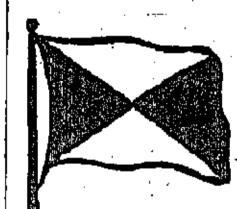
#### INDO-CHINA STEAM NAVIGATIONCO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). TO SAIL, \* SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Saturday, 10th Aug., 3 P.M. "YUENSANG" Saturday, 10th Aug., 4 P.M. "WINGSANG Saturday, 10th Aug., 5 P.M. T SHANGHAI ...... "CHOYSANG".. Tuesday, 13th Aug., 4 P.M. REDUCED FARES TO STRAITS AND CALCUTTA. Hongkong to Singapore 1st Class, Single \$ 65. Return \$100

Calcutta . There Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwarg and Yangteze

Penang

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD, GENERAL MANAGERS. Hengkong, 9th August, 1207.



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Salcon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

#### CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

<del>-</del>	Stramehip	Tons.	CAPTAIN	FOR	SAILING DATE.
	RUBI	2540	R. W. Almond.	M anila	On 10th August.
	ZAFIRO	2540	A. Fraser	Manila	On 17th August.

For Freight or Passage apply to

Hongkong, 7th August, 1907.

SHEWAN, TOMES & CO., GENERAL MANAGER:

#### HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). S.S. "ABERLOUR," ... ... ... ... On 23rd August.

For freight and further information apply to SHEWAN TOMES & CO.,

GENERAL AGENTS. Hgonkong, 7th August, 1907

EAST ASIATIC COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN FAST ASIATIC CO., LTD.,

ST. PETERSBURG & VLADIVOSTOCK. PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION STEAMERS. DATE OF SAILING. SHANGHAI, YOKCHAMA and) "FOIRUDNIK" ..... Middle of August KOBE ... ... ... SHANGHAI YOKCHAMA and) "TRANQUEBAR" ..... End of August KOBE ... COPENHAGEN and St. PETERS. "SOTRUDNIK" ..... Middle of Eept. BURG ... ... ...

For Further Particulars, apply to Hongkong, 7th August, 1907.

MELCHERS & CO., AGENTS

# NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers	Ton	e. Captain.	:	Sailing Date.
SHAWMUT TREMONT SUVERIC KUMERIC	9,60	, , , , , , , , , , , , , , , , , ,		On 15th August. About 10th September On 1st October. On 15th October.
'	-	- · · · · - · · · · · · · · · · · · · ·		

I Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-serew s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures tendinoss at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED,

Himgkong, 7th August, 1907.

GENERAL AGENTS. QUEEN'S BUILDINGS.

## HAMBURG-AMERIKA PASSENGER SERVICE.

BY the new steemers, "Rhenania," "Habsburg" and "Hohenstauken." These steemers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are smidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

Returntickets issued at reduced rates available for two years. Throughtickets to be S.S. "ERNEST SIMONS" ... 12th Nov. had to New York via Naples and Hamburg. HOMEWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

OUTWARD. FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HABSBURG let September

RHENANIA HOHENSTAUFEN 1st October 2nd November EILESIA ...

PLYMOUTH HAVRE, & HAMBURG 4th September RHENANIA

#### FREIGHT SERVICE. NEXT SAILINGS OUTWARD:

SLAVONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Aug. FOR SHANGHAI, KOBE & YOKOHAMA ... 26th Aug. RHENANIA ... ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Sept. ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Sept. BRIEGAVIA ... ... FOR SHANGBAI, ROBE & YOKOHAMA ... 26th Sept. NEXT SAILINGS HOMEWARD: VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Colenhagen, LISBON, OPORTO, LONDON, LIVERPOUL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Porte.

... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept. SLAVONIA ... HAVRE & HAMBURG ... ... ... 17th Sept. \* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

4 From Naval Yard to East Point.

"DELHI," Capt. J. D. Andrews, R.N.R., carrying His-Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, 10th August at Noon, taking passengers and cargo for the above ports in connection with the Company's B.s. "HIMALAYA," 7,000 tons, from Colombo. passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E. A. HEWETT. Superintendent. Hongkong, 1st August, 1907.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"VORWAERTS," Capt. B. Bednarz, will leave for the above places MONDAY, the 12th inst. P.M. For Freight or Passage, apply to SANDER, WIELER & Co.,

Agents. Prince's Building. Hongkong, 6th August, 1907.

FOR NEW YORK,

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE! Captain McDougale, will be despatched for the above Ports on or about THURSDAY the 15th August. For Freight or Passage, apply to

ARNHOLD KARBERG & Co. Hongkong, 1st August, 1907.

KISEN KAISHA. SOUTH AMERICAN LINE.

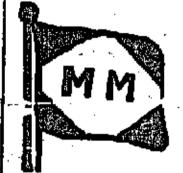
Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN-PORTS (Karatsu, Kobe and Yokohama.) With option to Call at Mexican and other

Coast Ports. Steamers Tons To Sail "GLENFARG" ....... 3,500 Mid. of Aug. "KASATO MARU" ... 6,100 End of Sept. Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the

Pacific S. N. Co. K. MATSDA, Manager, York Building.

Hongkong, 30th Ju'y, 1907. COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON SINGAPORE, BATAVIA COLOMBO, CALCUTTA: BOMBAY, ADEN DJIBOUTI, EGYPT MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

FITHE Steamship

"SALAZIE" Captain Aillaud, will be despatched for MARSEILLES, on TUESDAY, the 20th. August, at 1 p.m. This Steamer connects at Colombo with the

Australian line s.s. "Bydney," bound for Marseilles via BOMBAY and Aden. Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in

Next sailings will be as follows: S.S. "POLYNESIEN" ... 3rd Sept. S.S. "TOURANE"... ... 17th Sept. S.S. "AUSTRALIEN" ... lst Oct. G. DE CHAMPEAUX.

Agent.

Hongkong, 7th August, 1907 SOUTH AFRICAN LINE.

FOR DURBAN. THE Steamship

"HELIOPOLIS," Captain Martin, will be despatched for the above Port, on or about TUESDAY, the 20th A ogust.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 25th July 1807.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAE

COAST). PROPOSED SAILINGS FROM HONGEONG.

FOR NEW YORK. S.S. "SATSUMA" ... 7th Sept. FOR BOSTON AND NEW YORK,

... HAVRE & HAMBURG ... ... 20th Aug. 8.8. "GHAZEE" ... ... 14th Sept. For Freight and further information, apply to. DODWELL & CO., LD.,

Agonia. Hongkong, 1st August, 1907. 1226-1254

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

гов	STEAMERS	TO .	BAIL	ESMARKS.
LONDON VIA USUAL PORTS	DELHI	Noon,	10th August}	See Special Advertisement.
LONDON and ANTWERPVIA SINGAPORE. PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA Capt C. D. Goldensmith, R.N.R.	About	l4th August	Freight and L'assage.
	ANGIED	3 & bout	16th 1	Freight and

SHANGHAI, MOJI, KOBE ) NAMUR ...... } About 16th and YOKOHAMA ...... Capt. H. W. Kenrick, R.N.R.

For further Particulars, apply to

E. A. HEWETT. Saperintendent.

Hongkong, 10th August, 1907.

## NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO CHEFO DANEWCHWANG	* "KWEIYANG"	On 10th Aug., 4 P.M.
SWATOW, AMOY & SHANGHAI	F"SHANSI"	On 12th Aug., 4 r.m.
T A TY 6	"SHANTUNG"	On 13th Aug., 4 P.M.
MANILA	"TAMING"	On 13th Aug., 4, P.M.
SWATOW, CHEFOO and TIENTSIN	"HUICHOW"	On 18th Aug., 4 P.M.
TATOU()NO	"HUPEH"	On 14th Aug., D'light.
YOKOHAMA and KOBE	"TSINAN"	On 15th Aug., 4 P.M.
HOTHOW PAKHOI and HAIPHONG	"SINGAN"	On 16th Aug., D'light.
MANILA, ZAMBOANGA, PORT)		
TADRITAL PRINCES OF THE PRINCES OF T		O . O
COOKTOWN, CAIRNS,	TAIYUAN "	On 21st Aug., 4 P.M.
TOWNSVILLE, BRISBANE,		·
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	R.M.S.	··. ·	Tons		LEAVE HONG	KONG	AREI	AN ANCOR.	7 1
	"MONTEAGLE"	6,163	••		WEDNESDAY				
٠.	"EMPRESS OF JAPA"	<b>N''</b> 6,000	**		Thuréday,			<del>-</del>	
	"TARTAR"		<b>,</b> , .	•• •	WEDNESDAY,	11th Se	թե	5th Oct.	
	"EMPRESS OF CHINA		<b>F</b> 1	, <b></b>	THURSDAY,	26th <b>S</b> e	pt	14th Oct.	
	"EMPRESS OF INDIA	."6,000	<b>#1</b> "	•••	THURSDAY,	24th 03	t. ,.,	11th Nov.	
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• •	FOR	STEAMERS	TO SAIL.
SC	CLES, GENOA, GIBRALTAR, OUTHAMTON, ANTWERP HAMBURG	F. PROESCH	Wed'day, 140 Aug., at Noo
MAI MAI B	NGHAL, NAGASAKI, KOBE I YOKOHAMA NILA, NEWGUINEA, BRIS- ANE, SYDNEY and	Capt. E. MALCHOW PRINZ WALDEMAR" Capt. W. von Senden	14th August   Thursday, 15
	ELBOURNE COHAMA'and KOBE	"PRINZ SIGISMUND"	About Frida 23rd Augus
KUI	DAT and SANDAKAN	BORNEO" Capt. F. SEMBILL	About Saturds 31st Aug.,

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GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 7th August, 1907.

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STEAMERS. ARABIA, German str., 4,438, C. Newmann, 3rd August-Portland via Japan 2nd July, General-Portland Asiatio S.S. Co. CARL DIEDERICHSEN, German str., 774, T. Peterson, 7th August-Haiphong 4th and Holhow 6th Aug., Rice, Pige & General-Jebsen & Co. CHILDAE, Norwegian str., 1,102, A. Augensen,

4th August-Bangkok 27th July, General -Nippon Yusen Kaisha CHINKIANG, British str., 1,200, F. Robertson, 4th August - Swatow 3rd August -Butterfield & Swire.

CHOYSANG, British str., 1,424, A. E. Sandback, 7th Aug.-Shanghai 3rd via Swatow 6th Aug., General - Jardine, Matheson & Co. DARDANUS, British str., 2,992, H. Nicholas, 7th August-Singapore 2nd Aug., General -Butterfield & Swire.

DOTT, Norwegian str., 629, Jah Danneing, 17th Poking July - Wakamaten 11th July, Coal - Tientsin Wallen & Co. to ADELAIDE, NEW ZEALAND, EMPRESS OF JAPAN, British str., 3,039, H. Chingwantao Pybus, 28th July-Vaucouver 9th July, Taku General—C. P. R. Co.

GLENESK, British str., 2,274, J. Rafferty, 28th July-Moji 23rd July, Coals-McGregor | Port Arthur Bros. & Gow. HAICHING, British str., 1,267; A. E. Hodgins,

6th Aug.-Coast Ports 5th Aug., General -Douglas, Lapraik & Co. HARBART, British str., 2,149, A. Bowling, 31st July - Melbourn 29th June, Flour-Shewan, Tomes & Co.

HOPSANG, British str., 1,359, Jas. M. Hay, 7th August-Saigon 3rd August, General-Jardine, Matheson & Co. HUICHOW, British str., 1,217, E. Forsyth, 8th August-Tientsin 3rd August, General-Butterfield & Swire.

IYO MARU, Japanese atr., 3,918 Wm. Thompson, 7th August-Singapore 2nd August, General-Nippon Yusen Kaisha. JACOB DIEDERICHSEN, German str., 623, Ulderup, 3rd Aug.-Pakhoi 30th July and

Hollow 2nd Aug., General-Jebsen & Co. JOHANNE German str., 952, Ipland, 5th August-Samarang 27th July, Sugar.-Jebsen & Co. JOSHIN MARU, Japanese str., 700, H. S. Smith,

7th August-Tamsui 4th Aug., General-Osaka Shosen Kaisha. KASHIMA MARU, Japanese str., 1,746, M. Nisu, 25th July — Moji 18th July, Coal — Mitsui Bussan Kaisha.

KASHING, British str., 1,152, S. W. Pickard, 7th August-Swatow 6th August-Butterfield & Swire. KOREA, American str., 5,651, Samuel Sandberg, 5th August-San Francisco via Ports 9th July, General-O. & O.Co.

KWANGLEE, Chinese str., 1,648, R. Lincoln, 3rd Aug.—Shanghai 31st July, General— KWEIYANG, British str., 1,044. Dawson, 6th

August-Swatow 5th August, General-Butterfield & Swire. AISANG, British str., 3,460, E. J. Tadd, 2nd Aug.-Calcutta 18th July and Straits 28th July, General-Jardine, Matheson & Co. LAUSCHAN, German str., 1,945, Sperling, 6th | British Aug.-Moji 1st Aug., Coal-Jebson & Co. August-Singapore 31st July, Cotton-Carlowitz & Co.

LOTHIAN, British str., 3,222, Williamson, 5th August—Callao 22nd June—Order. MEEFOO, Chinese str., 1,518, Frigast, 8th August-Shanghai 4th August, General-Chinese.

MONTEAGLE, British str., 3,953, S. Robinson, R.N.R., 25th July-Vancouver, &c. 28th June, Mails and General-C. P. R. Co. NIKKO MARU, Japanese str. 5,538, R. Swain, 6th Aug.-Yokohama 27th July, General -Nippon Yusen Kuisha PET SHABURI, German str., 1,372, C. Wolff, 6th August-Bangkok 27th July, Rice and

Timber -- Butterfield & Ewire. PHU-YES, French str., 1,249, Bouisson, 31st July-Saigon 26th July, Rice-Bradley PONGTONG, German str. 997, W. Böleführ,

3rd Aug.-Bangkok 24th July, Wood and Rice-Butterfield & Swire. PROGRESS, Norwegian str., 1,671, Thos. Sch. viwig, 28th July-Saalakan 23rd July,

General-Wallem & Co. RUBI, British str., 1,644, R. W. Almond, 5th August-Manila 3cd August, General-Shewan, Tomes & Co. SHANTUNG, British str., 1,835, J. Robinson, 4th

August-Java (Cheribou) 26th July, Sugar -Butterfield & Swire. SHAOHSING, British str., 1305, W. McIntosh, 8th August-Shanghai 4th August, General Butterfield & Swire. Suisang, British str., 1,785, W. D. Welsh,

4th August -- Santa Cruz 29th July, General-Jardine, Matheson & Co. SULLBERG, German str., 765, C. Luppi, 4th August-Haiphong 2nd August, Coal-Siemssen & Co. TATSU MARU, Japanese str., 1,748. H. Tern-mine, 4th August-Kobe and Moji 29th

July, Coal-Chinese. TELEMACHUS, British str., 1,340, Jas. William. son, 31st July Saigon 27th July, Rice -VICTORIA. Swedish str., 1,150, J. A. Hellberg, 4th August-Java 25th July, Sugar-

Angaurd, Thoreson & Co. VORWAERTS, Austrian str., 3,422, B. Bednarz, 7th August-Trieste 27th June and Singapore let August, General-Sander, Wieler WAKAMIYA MARU, Japanese str., 1,945 Takida, 8th August-Kobe 30th July and Moji 2nd

August, General—Nippon Yusen Kaisha. Wingsang, British str., 1,557, Walker, 3rd August—Moji 27th July, Coal—Jardine, Matheson & Co. Wongkoi, German str., 1.115, W. Reher, 4th Aug.-Swatow 3rd Aug., General-

Butterfield & Swire. YUENSANG, British str., 1,148, F. Meyrick, .5th Aug.-Manila 2nd Aug, General-Jardine, Matheson & Co. SAILING VESSELS. ALCIDES, British ship, 2,492, J. Cammings 26th

July-from New York, Case Oil-Standard Parnell, 25th July-Kobe 1st June, Bailast —Standar I Oil Co.

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Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF THE PEAK PLAN OF NEW TERRITORY (KOWLOON).

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tion of Customs Seizures, 1869; Chefoo, vention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1899; Burmah Convention 1897: Kowloon Extension, 1893; Weihniwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904 France: Tientsin, 1858; Convention, 1860;

Tientsin, 1885; Conventions, 1886, 1887, and 1895 : Frontier Trade Regulations. United States:-Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903. Germany:-Tientain, 1861; Peking, 1830; Kisochau Convention, 1898; Railway and

Mining Concession, 1898. Japan :- Shimoneseki. 1895 : Lisetung Convention, 1895; Commercial, 1896; New Ports 1896. Supplementary Commercial, 1903

Russian: -S. Petersburg, 1881; Russiane Land Trade, 1881. Portugal, 1888; Commercial Treat, 1994.

FINAL PROTOCOL made between China and Eleven Powers, 1901. TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895 Russia, Agreements as to Corea; United

States, Extradition Treaty, 1886; Great Britain (Allianco) 1905; Russia (Peace Treaty) 1905. TREATIES WITH CORRA

Japan, 1876; Japan Supplementary, 1876; Japan, 1905. United States, 1892; Great Britain, 1895. TREATIES WITH STAM.

Great Britain, 1856 and 1899; France, 1893 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamoso Frontier. Great Britain and Russia, Railway Convention

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Fale. Surdry Gold and Silver Jewelry, Sales	Telegraphic Transfer
Rcoms, Messis, Hughes & Hough, 2.30 p.m.	Bank: Bills, on demand 2215
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OPIUM.	Bank Bills, at 4 months sight 23
August 9th.	Credits, at 4 months' sight. 237
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AT HONGKONG	Private, 30 days' sight
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ı	Hongkong & S'hai.	\$126	5 }	(£15 p'd up) Ln. £81.
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	Hongkong	Fla. 7	.u [5	111, sales Tls. 53,
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	Docks and Wharves-		•	
	H. & A. Whart & G. H. & W. Dock	\$5	o i	\$724. \$100, sales .
	Shanghai Dock	\$6  The tel	*	\$111 aullern
	S'bai a. H. Whart	Tis. to	ŭ	Tls. 76, buyers Tls. 226, buyers
	Fenwick & Co., Geo	\$2	5 ¦	\$17, sellers
	Green Island Coment	\$10	- 1	\$10 %, sales & br
	Hongkong & C. Gas Hongkong Electric	5.10		\$175, buyers \$144, sellers
	Hongkong Hotel Co	\$50 \$20	o	\$100, buyers
	nonkaona Robe Co	\$10		\$241. \$124. buyers
	Insurances – Canton	₽E:		
	China Fire	\$2	ا ر	\$270. \$56, sellers
	China Traders Hongkong Fire. North China	\$25 \$50	,	\$0, buyers \$174, sales & se
	North China	£8	5	Tls. 75, buyers
	Yangteze	\$100 \$60		\$775, \$180, sellers
Į	Land and Building— HongkongLandiny	\$100		6 mm **
	Humpbrey's Estate Kowloon Land & B.	\$10	1	199, sellors \$104, sales & buy
	Sharghai Land 1	\$80 50 .∎1		<b>6</b> 37, sellezh Tls. 100.
١	WestFoint Building	\$50		49.
1	Charbonnage	ce. 250	[ ;	480, buyers
	Laucs	18/10	:	5½, buyers
	eak Tramways	\$10	,   	\$10%, x, now 11%, (new)
	hilippine Co	\$10		io.
1	China Sugar	\$100		H02.
,	ruzon sugar	\$100	, ,	\$21, sellers
,	teamship Companies China and Manila	<b>£2</b> 5		315.
	Douglas Steamship. H., Canton & M	\$50	1	41.
	Indo-China S.N. Co.	<b>♦</b> 15 £5		294, sellers   1394 Prefd,
	Shell Transport Co.	, 23 , £1		<b>) \$28]</b> Defa.
	Btar Ferry Do, New	\$10 \$5	1 2	25, sellers
•	outh China M. Post.	<b>5</b> 25	1	14, seilers 22
	team Laundry Co tores & Dispensaries	\$5	, -	7, sellers
	Campbell, M. & Co.	\$10		20, sellers
-	Powell & Co., Wm.,	<b>\$</b> 10 <b>\$</b> 10	1	C, sellers 24.
,	Watson & Co., A. S.	\$10		11, sales & buy.
	nited Asbestos Do. Founders	\$4 \$10	\$	10, x.d. 150, x.d., huyers
	nion Waterhoat Co.	\$10		12}.
		VER	NO.	N & SMYTH.
•	HONGKONG	TIDE	Т	ABLE.
	From August 1	Oth to	18:	th. 1907
-	High Water.	<u>                                   </u>		
		<u>.                                    </u>		LOW WATER,
	Hookkong He	ight   1	Hot	ngkong Height,
	😅 (S 🖻 Mena Tame. 📑			(I T (TRIO)

HONGKONG METEOROLOGICAL REGISTER. Hongkong Observatory, August 1th. Previous Day On Date at Barometer ..... 29.61

l'emperature ... Humidity ..... Wind Direction Force ... Weather ..... Rain ..... Highest open air Temperature on 8th ..... 86 Lowest open air Temperature on 8th ..... 74 MESSRS. FALCONER & CO.'S REGISTER.

Ai gust 9th. Barometer 9 A. M. 29.67 | Therm. (Wetbulb) 9 A.M.77 Parometer 1 P.M., 29.61 Therm (Wetbulb) 1 P.M.77 Barometer 4 P. M. 29.63 Therm. (Wetbulb) 4 P. M.79 Thermom. 9 A.M. 79 Therm, Maximum ....82 Thermom, 1 P.M. 21 Therm. Minimum over 

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S.S. "HONAM," 2,363 tons, Captain B. D. Jones. S.S. "POWAN," 2,338 tons, Captain W. A. Valentine. S.S. "FATSHAN," 2,260 tons, Captain C. V. Lloyd. S.S. "KINSHAN," 1,995 tons, Captain B. Branch.

S.S. "HEUNGSHAN," 1,998 tone, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Saturday excepted). Departures from Canton to Bongkong daily at 8 a.m. and 5 r.m. (Sunday excepte). The s.s. "POWAN" will leave Hongkong every Monday, Wednesday, and Friday.

9 p.m. from Queen Street Wharf West returning from Canton every Tuesday, Thursday, and Saturday at 5 30 p.m. These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River Special attention is drawn to their Superior Saloon and Cabin Accommodation.

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Hongkeng at I p.m. from the Company's Wharf.

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S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin. Departures from Macao to Carton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

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S.S. "SAINAM," 588 tons, Captain J. Willow. S.S. "NANNING," 569 tons, Captain A. McKinnon. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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Or of BUTTERFIELD & SWIRE. Agents, CHINA NAVIGATION CO., LD.

## VESSELS EXPECTED.

THE INDIAN MAIL.

The Apear str. Arratoon Apear from Yokohama and Kobe, left Kobe on 8th inst. a.m., and may be expected here on or about 12th inst. at morning. THE GERMAN MAIL.

The I.G.M. sir. P. E. Friedrich carrying the German Mails with dates from Berlin of the 16th ult. left Singapore on Thursday the 8th inst. noon, and may be expected here on or about Monday the 12th inst. at 4 p.m. The I.G.M. str. Prinz Waldemar left Kobe

on Thursday the 8th inst., and may be expected here on or about Tuesday the 13th inst. The I.G.M. str. Zieten left Kobe via Nagasaki and Shanghai on Sunday the 4th instant p.w., and may be expected here on or about Tuesday the 13th-instant p.m.

THE AMERICAN MAIL. The T.K.K. ats, America Music called from Yokohama on the 6th instant, and is therefore due to arrive at this port via Manila on the 17th instant.

THE CANADIAN MAIL. The C.P.R. str. Tartar left Vancouver p.m. Mr. E. W. Carpenter on Thursday the 25th ult. for Hongkong via Mr. A. Carter the usual ports of call. The C.P.R. str. Empress of China left Van-

couver a.m. on Tuesday the 6th instant for [ Mr. S. J. Chinchen Hongkong via the usual ports of call. MERCHANT STEAMERS. The N.Y.K. str. Awa Maru (European Line) Mr. A. Cruickshank

left Singapore for this port on the 6th instant, Mr. and Mis. W. H. and is expected here to morrow. The Ben Line str. Bengloe from Antwerp Mr. F. H. Doolittle and London left Singapore on 6th-inst. for this Mr. A. E. Dunrich

The str. Glamorganshire left Singapore on Mr. W Ellis Wednesday the 7th instant, and is due here on Mr H. J. Fairchild or about Tuesday the 13th instant at noon. The Danish str. Tranquebar left Port Said, Mr. H. Fitzgerald and may be expected here on or about the 17th

instant. The sir. Indravelli left New York on 30th June, and is due here on or about 20th instadt.

STEAMERS PASSED THE CANAL. July 10th-Breiz Huel, Sotrudnik. 17th-Indrawadi, Glomorganshire, Amatomi Maru, Tamboo. 20th-Stavonia, Telemachus, Ava Maru, Shimosa. 24th-Devanha, Hydra. 27th -Agamemnon, Lennox, Nubia, Sanuki Mar", Tourane, Brasilea. 31st—Glepavon, Flintshire, Mr. E. Howard Longsor, Seyovia, Sikh, Braunfels, Norman Mr. R. Hunter Prince, Whitecross. August 3rd - Achilles, Antenor, Sydney, Liberia, Orkl. 7th-Ben. Mrs. C. M. Jack venue, Braemar, - Manila, Oceanien, Prinz Heinvich, Rhenania, Hyson.

ARRIVAL AT HOME. August 6th -- Glenlogan, Roon, Hitachi Maru

#### PASSENGERS. ARRIVED.

Per Haitan, from Coast Ports, Mr. Hayes. Per Taming, from Manila, Lieut, and Mrs. W. A. Austin and child, Mr. and Mrs. Cook, Mrs. Order and child, Mrs. F. E. Green, Messrs. Guild, Manck, Nugst, B. Addon and 2 children. Mr. & Mrs. M. Fiest Per Delhi, from Shanghai, for Hongkong, Mr. A. H. Gee Messrs. W. Lewishom, M. Allid and Mead; | Capt. A. Getley for Penang, Mrs. Fisher, infant and amah, Mr. Geo. G. Gui'd Messrs. A. Oakile and Head Jones; for Colombo, Mr. K. Hasenfraz A. T. Popo ff; for Bombay, Mr. and Mrs. Odzu, Mr. James Hayes and Chapman Leach; for London, Messrs. A. Mr. and Mrs. E. B. Mr. M. L. Silverstone Getley, A. Burton and A. Mathews. Per Shawmut, from Manila, Mr. and Mrs. Mr. J. E. Joseph

W. F. Smith and infant, Mr. and Mrs. Steever, | Capt. F. Kof.d Mr. and Mrs. Vogel and child, Mr. and Mrs. Dr. Lieso Scherer, child and infant, Capt. and Mrs. A. L. Mr. Geo. T. Lloyd B. Davies, Lieut. and Mrs. Joss and infant, Dr. Loyal Mrs. Beckjord, Mrs. I. C. Whitford, Mrs. E. C. Mayo, Mrs. P. G. Clark, Mrs. Burchfield, Mrs. Green, Mrs. Faison, Misses C. E. Wilson, Dorr Hon. Mr. F. Badeley as d Greer, Capt. I. W. Swann, Dr. Crell, Lieut. Harris, Mir. Afzal, Messrs. H. W. Pickrell, R. O. F. Mann, A. Ascher, L. A. Clark, C. Edmunds, H. L. Beckjord and M. Carty. DEPARTED.

Per Marmora, from Hongkong, for Shanghai, Mr. and Mrs. G. Knoth, Capt. W. H. C. Davy, Capt. B. A. Thompson, Col. Scott Monorieff, Hon. Dr. F. Clarke Messre, C. Mack, G. A. C. Ward, V. M. Cum- Miss Cleveland. ming, B. Taraporevala, A. Werner, Geo. J. Robinson, W. F. Cumming, P. Floer, R. Smith, S. H. Ellis, Jan Boksman, Bastiaan Willen Boksman, Bastiaan Muilwik, Bastiaan Dekker, Mr. P. G. Falconer Cornelius Augustus Pasns, Cernelius den Hol-Mr. Franklin lander, Augustus Psans, Thomas Westerhout, Mr. K. Freund Baren Vanser Stelt, Antonius Van Drul, Pieter Mr. H. Garrett Arikoninge, Cornelius Damen and Bandmann Miss Greenless Opera & Co. Miss I. Hamilton

TO DEPART. Per Delhi, from Hongkong, for Singapore, Capt. H. Krebs, Messrs. W. D. Graham and F. G. Brighton; for Penang, Mrs. Fisher, and Mr. Head Jones; for Bombay Mr. and Mrs. J. Odzu. Mr. Chapman Leach and servant; for London, Messrs. A. Getley, A. Burton and A. Mathews.

# VISITORS AT HOTELS.

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Mr. H. D. Gibba

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Mr. A. Lanning Miss Leeman Mr. Linton Mr. & Mrs. L Marston Miss Nordhoff Miss C. Ober Mr. R. Paterson Miss Penfield Mr. van der Pfordten-Mr. P H. C. Potts Mr. Rosenstock Mrs. G. Sachso Mrs. F. A. Sanborn Mr Gray Scott Col. E. Seymour, A.v.D. Mrs. F. Seymonr Mr. H. Simms Major Hon. M. Ward Hen. Mrs. M. Ward

#### THE SHIPBUILDING COMBINE.

The shipping world has been rather startled although those who are in the inner circle are probably not greatly surprised, at the announcement that a combination has been formed be tween Messrs, Harland and Wolff, Limited, of Belfast, and Messrs John Brown & C Limited, of Clydobank and Sheffeld, These are two of the largest shipbuilding concerns the country-which is to say in the world-an-Messre. John Brown & Ce, are also extensimanufacturers of armour plates and ship-plates and other structural material for ships. Bu the odd thing about the combination is i indirect association with the great American adventure in shipping. Some five year ngo the American Combine secured posses sion of the White Star Line, the Anglo-American Transport Company, the American Leyland, the Dominion Line and the Red Star Line, Closely associated with this combination were Messrs. Harland & Wolff. the builders of the White Star, the Red Star an' the Angle American steamers. They were practically constituted the shipbuilders of the International Maritime Company of New Jersey. so long as American yards could not turn ou vessels as cheaply as British or German ship: builders can do. Although owned by an American company, the vessels of these lines were by a twist in the law permitted by our Joint Stock Company Acts to be kept on the British register, and the anomaly was evented of the British Government being under mail and naval contract with an American trust. Then came the contract between the Government and the Cunard Company, under which the company were to be accorded a loan of two millions to enable them to build two of the largest and swiftest steamers affoat, to be employed in the Atlantic mail service, and to be held at the disposal of the Admirally when required for naval purposes.

We call attention to one of the heads of the

Cunard agreement. It is to the effect that the company pledges itself until the expiry of the agreement to remain a purely British under taking, and that under no circumstances shall the management of the company be in the hands of, or the shares or the vessels of the company held by, other than British subjects. It under these conditions that the Lusitania has been built by Messrs. John Brow & Co. Limited, Clydebank, and just as the Lusitania is preparing for her first voyage, Messrs. John Brown & Co. have concluded a sort of semiamalgamation with the shipbuilders of the Morgan Shipping Combine, whose premotion was one cause for the State assistance granted for the building of the Lusitania and Mauretania Of course, Messrs. John Brown & Co., Limited, had nothing to do with the contract between the Government and the Cupard Company, We merely point out that (while they, as builders, derived benefit from that contract) they are now prepari g to receive as much work as they can get out of the opposition camp. In short, the Clydebank and Belfast Combine has something uncommonly like an American parentege- or let us say sponsorship. It is tolerably certain that there would have been no combination between Messrs. Harland & Wolff and Messrs. John Brown & Co. unless the former had their hands work in prospect.

While the arrangement referred to in the report issued last week by Messrs. John Brown & Co. is commonly referred to as a combine, it. is really more like the "community of interest established a few years ago by an exchange of shares and directors by Vickers, Sous, and Maxim. Limited, of Sheffield and Barrow, and Messre. William Beardmore & Co., Limited, Glasgow and Dalmuir. This, again, was followed by a similar exchange of shares for co-operative purposes between the Fairfield Shipbuilding and Engineering C mpany, Limited, cf Glargow, and Messrs, Cammel Laird Co., & Limited, Sheffield. The difference.

is, at any rate, not majerial. The firm of John Brown & Co. dates back to 1864, but it was not until 1899 that it went into shipbuilding by acquiring the works and busin se of the Clydebank Engineering and Shipbuilding company, Limited, which had succeded the well-known firm of J. and G. Thomson, Clydebank. In 1902 the company acquired seven-eighths of the ordinary shares of Thomas Firth & Sons, Limited, Sheffield, and thereby enlarged its scope of supply of ship. irg material. The capital now consists of £1,750,000 in ordinary shares of £1 each and £750,000 of 5 per cent cumulative preference of shares of £10 each. On 1,160,000 ordinary, shares issued 15s, per share has been paid up, | 8 and 590,000 shares are fully-paid up. All the preference shares are paid up. Since 1898 9 the dividends have been 10, 15, 20, 15, 0, 81 and 10 per cent. Messrs. Harland & Wolff, Limited. being a private company, do not publish their accounts. In their report for the year ending March 31 last, the directors of John Brown & Co. say that, "with a view of strengthening the shipbuilding connexion of the company, we have arranged for the acquisition of an interest in the firm of Harland & Wolff, Limited, of Belfast," and that for this purpose, as well as for completing the purchase of a field of i onstone, and for building two blast furnaces at Fredingham, additional capital will have to be created, for which special resolutions are to be submitted to the shareholders at the approaching meeting. The financial aspects of the arrangement are as yet unrevealed, lut we understand that John Brown & Co. take shares in new capital to be created by Harland & Wolff, while Harland & Wolff take up the greater part of the new shares to be issued by John Brown & Co.

The interest among shipbuilders and shipowners in the affair is not financial, but individual. What effect will it have on the shipbuilding industry generally? Not much, so far as we can gather. Messrs. John Brown & Co. have a large Admiralty connexion, and a world-wide circle of mercanille clients, although they can hardly hope to retain the Cunard Company now among their customers. Messrs. Harland and Wolff have, of course, the American Combine connexion, and they also build frequently for the German transatlantic companies, as well as for most of the great British lines in other trades. Both concerns are equipped for turning out the biggest and swiftest steamers that marine architecture has yet attained. They run in the same groove, except that Clydebank is better acquainted with warship work than Belfast, having had more experience. Moreover, John Brown & Co. at their Sheffield works turn out the heaviest known plates rolled, and, by their association

with Thomas Firth and Sons, Limited, thave at | Maritime Company, and repair work is supposed | demonstrating the impossibility of steam vessels to be more profitable than building; at all crossing the Atlantic, the Sirious, a craft of him he hypnoticed him from the dock. events, it keeps the works and hands employed limited power, set the question at rest for ever, when building orders are scarce, as well | We should feel inclined to give less import-

many years past, because it preserves them from | there was not trade at all to report upon. The

with the Harbour-Commissioners. If not, it seems not improbable that the shipbuild. already been established at Southampton by success of the scheme. Messrs. Harland & Wolff, who have from time to time inspected various areas in Scotland in search of a site for their ship building yard, should they decide to remove it. As the removal of this great industry from Belfast would be a serious loss to that place, we may assume that the local authorities will make an effort to do what is necessary to retain it. But in the meantime it seems that Belfast's present necessity will prove Clydebank's opportunity, and that Mesars, John Brown & Co. will have a bountiful supply of orders for their shipyard during the next year or two, even if they do lose the Cunsrd orders. But we are not disposed to regard with much favour the growing disposition towards industrial combinations. They have their immediate and individual advantages, no doubt, tut, from an economic point of view, they have many objections. - Spectat r.

#### CHINA SIXTY-TWO YEARS AGO.

Old rapers are interesting. The following figures from an article published over sixty years ago should interest the shipping world

We have been favoured with a copy of the built and building. France and Germany comprospectus of The Chinese Coasting Steam bined have eighty-one battleships. This pre-Navigation Company, the object of which is to ponderance over British ships is serious, but establish frequent and regular communication not so overwhelming as would appear from the something more than full. The International between the consular ports, and others that may | table. Maritime Company intend to build some nine | be hereafter be opened to foreign commerce. If | In the first place, the return of British ships very large and fast steamers for the Atlantic | this end can be accomplished in the way now | does not go beyond the ships being built under | trade. They cannot get these in America proposed, the projectors will have reason to the 19:67 programme—the two Lord Nelsons except for 20 or 25 per cent more money than | congratulate themselves, not only on giving an | and the three Dreadnoughts, which are shortly in this country, and if they build in this country important impetus to trade, by imparting to be launched. No mention is made of the they must order from Messrs. Harland & Wolff, greater certainty to its operations, but on two (or three) Dreadnoughts to be laid down whose order books are already full and who be- promoting the intercourse, and strengthening | under the 1907-8 programme. sides are at loggerheads with the elfast Har- the relations of the Europeans with the Chinese bour Commissioners about the deficiency of themselves. That such will be the results of graving dock accommodation. However that steam navigation there seems no good reason to explosion in the magezine, the Neptune, which may be, and whatever intention the Belfast firm | doubt; but after conversing with practical | will probably be condemned, and six ships have of ultimately extending their yard there, | persons upon the subject, and giving the too | or ered to be laid down in 1906 and on which it has doubtless been found not only expedient | mesgre prospectus our best consideration, we | but necessary to have an alternative building | are inclined to question the promised success | if all the keels have been actually laid. place elsewhere for the enormous amount of of the Chinese Coasting Steam Navigation Company which proceeds upon the following

rather loose data: —	
CAPITAL,	£
Three iron vassels fitted with the screw	
propeller, each 250 tons; one	
hundred horse-power; to carry	
180 tons	<b>26,1</b> 00
One small do: 60 horse-power for Can-	
ton and Hongkong	5,800
Tools	2,000
Land, buildings, etc	4,500
Total	38,400
AVERAGE ANNUAL EXPENSIS.	
Depreciation fund	-1,250
DOUBLES TO VESSIIS	1,440
Repairs to machinery	1,900
Superintendent	1,000
Three clerks	750
Agency £30 per month	1,000
f first mates £50 per annual provisions	1,440
£15 per month	920
second mates £8 per month	584
10 seamen at £4 per month	. 1001
first engineers at £20 per month	960
second engineers at £15 per month	720
head stokers at £10 per month	489
0 natives at £2.10 per month	6:0
Coals, tons 2,400	4,800
Stores for engine room	10 0
nsurance	1,4.0
	622,144
Bisides these items, Port Charges m	
cluded, and it is hoped that the rate	8 DOW
evied by the Tariff may be reduced b	v some
rrangement with the Chinese Authoritie	3

arrangement with the Chinese Authorities.

It is calculated that the three vessels can make 41 voyages, if required, yearly : this will be a vessel leaving each terminut every 9th day. The total distance run will be about, 78,310 miles or each vessel about 26,1 0 miles yearly, a very moderate duty compared with others; but the present estimates of expenses are calculated at tr ps per year,

- 1		4.4	
:	ESTIMATED ANNUAL REC	BIPTS.	£
3	Shanghai 39 trips estimating	£	,
:	60 tons per passage, $4680$	•	
,	tons at $$8$ per ton $=$	7,800	•
1	Passengers 312-4 each way	,	
•	at£10	3,120	-
- [	Deck passengers, 260 at £3	780	11,700
	Ningpo 39 trips estimating 60		,
۱ ۰	tons per passage 4,680 tons		
.	at £6 per ton	5,850	
:	Passeng. rs, 312-4 each way		
;	at £8	2,496	•
,	Deck passengers 260 at £2.10	650	<b>8,99</b> 61.
۱.	Amoy 39 trips estimating 60	-	]
·	tons per passage 4,680 tons		
Į	at \$4 per ton	3,900	
. [	Passengers, 312-4 each way		
•	_at £5	1,560	· 
,	Deck passengers, 260 at £1	26)	5,720
;	Cauton freight 4,160 tons 49		
;	each way at 1 s	2,400	
,	Passengers, 15 each way		
.	3,120 at £1	3,120	5,000
, į	Allowance (anticipated) for mail s	ervice	<b>5.</b> 00
	4		

That vessels fitted with engines of one huntheir hard the supply of mest other structural dred borse power will be able to make their steel for shipbuilding. What advantage the Bel- | way in the Formosa Channel against the North | fast concern will derive out of the steel branches | East Monsoon we are told is nearly impossible, of the Clydebank cor cern is not revealed, but we or at all events so difficult as to render the promay assume that it will have a preferential mised regularity out of the question. If this claim in the matter of delivery when orders are objection is well founded, it is fatal to the pressing. If Belfast turns over some of its | whole scheme as presently arranged; but until Atlantic and other contracts to Clydebank, the the problem is solved by actual experiment, we latter will have to reciprocate somehow. There are not inclined on mere opinion, however is, we understand, to be a division of contracts, | unexceptionable, to pronounce positively as to so as to ensure continuity of work at both yards | the result, - bearing in mind that at the very Fint there is more than constructural work, for time a notable philosopher was giving work for the numerous fleet of the International | sentiments of nautical and mercan'i'e men,

as when they are immerous. An amicable ance to the objection, believing that it must division of this kind of work may also be pos- | have been fully considered by the originators of sible, but not, we think, very probable. The the scheme, were it not that the date above Belfast concern expect to buy a large proportion | quoted, proved that in other respects a good of their material from John Brown & Co. with. | deal has been taken for granted. In the estimate | out the intervention of middlemen, but that of income, for example, it is assumed that the does not necessarily mean a saving. It is well | traffic with Amoy, Ningpo, and Shanghai, are known in the trade that middlemen are often | precisely the same amount; whereas the consular cheaper sellers than manufacturers, especially of returns published a few months ago give the shipbuilding material. They sell ahead on terms | value of British imports at Shanghai for the year often lower than the current market, and cover | 1844 at upwards of £501,335, the export being | themselves by hedgi g in pig-iron. It is £487,528; while at Amoy during the concludspeculative business, of course, but a kind of ling quarter of the same period, they were busines that shipbuilders have encouraged for respectively £63,033 and £8,819; and Ningpo being at the tender mercy of steelmakers at all Steam Company have probably under-rated their traffic with Shanghai, but even if it could The extensive works at Belfast are to be shown that the total gives a fair average the addition of acres we cannot help expressing our surprise that in ground, if terms can be made bringing their claims before the public they should, without a word of explanation, have sanctioned such an oversight as that of precision ing yard may be removed from Belfast in their estimater, and an immaturity in their altogether. Indeed, repairing works have plane, which do not augur very well for the

#### FLEETS OF THE WORLD.

BRITAIN BELOW THE TWO POWER STANDARD. The Admiralty has issued a return which shows that Great Britain in point of numbers is not only below the two-Power standard of safety, but that many obsolete battleships are still included in the effective strength of the time books are read and re-read still as classics;

The return, which is printed for the information of the House of Commons at the instance of Sir Charles Dilke, gives a list of the fleets of Great Britain and various foreign countries, the figures including ships both built and building. In regard to battleships, on which the two-Power standard is based, the figures for the various countries are as follows:

				Built.		Buil	ding.
Great Britain	• • •			<b>6</b> 0 .			5
France	•	• . •	•••	31			10
Russia				10			4
Germany				32	••	• • • •	ลิ
Italy				15			š
United States				23	• •		ž
Japan			•••	15	* *	• • •	6
From these fig	ures	it w	ili`b	A REAL	 •	hatz	vliila
Great Britain	has d	nnlv	six t	.v.five.	ጌ	attlac	ihina
built and building	D		~	3 74	. •		wirho

On the other hand, the French returns include the Jens, which was badly damaged by the work has been begun, although it is uncertain

The German returns of ships building include the Ersatz Sachsen (of the Dreadnought type), which has been begun; her sister ship, the Ersatz Bayern, which was "to be laid down about A pril, 1907," and two other Dreadnoughts of the 1907-8 programme.

. But even if the eight French ships referred to and the two German "Dreadsoughts, which have not yet been begun, are excluded, Great Britain still shows and inferiority in point of numbers, the actual figures for battleships built

and building being :
Change Dates a
Germany $\frac{38}{33} = 71$
France 33) =71
, an matter of fact, however, the neturn is
misleading-inasmuch as it fails to distinguish
between effective and non-effective yess is.
For instance, of the sixty battlesh ps built,
five—the Anson, Camperdown, Benbow, Howe,
and Redney-are not kept in readiness for
war, because, as the Secretary to the Admiralty
explained in the House of Commons last No-
vember, they are to be removed to the sale

list this year. Then five of the Royal Sovereigns included in the list are laid up with skeleton crows, and are destined to be removed from the list of ships fit for service. The other three are used for training purposes.

The Renown has been turned into a royal yacht, and is laid up, and the Edinburgh, Thunderer, and Devastation-all of them included in the list-are also laid up.

There are other useless ships mentioned in the list, the total number being twenty-one. Thus the effective battleships built number only thirty-nine, instead of sixty.

In regard to gun power the German Dreadnoughts will be more powerful than the British. The return of armoned arnicare built and

1 2 10 E	GLAYAT OF	#LW	Oded	ÇIU	nsern	ED IF 3 TI C	ang
building	is as follo						. '
. , ,	•			Bu	ilt. 🔻	Build	ling.
Great	Britain	• • •			30		8
r rance					18		\ <b>5</b>
Russia		·	•••	•••	3		`4
Germai	ny		•••	•	5		4
Italy					6		4 '
United	States	•••		•••	12		3
Japan .		•••	***		0		3
The Br	itish cru	sers	inelu	de t	ha tra	a Învi	nci-
bles, whic	h are of	the	Dre	oabe	noht	type.	and
bave recei	utly been	laun	ched.	G	reat	Britai	n is
thus ahea	d of bot	h Fr	висе	and	Germ	any c	om-

bined in armoused cruisers. But here again the return is misleading, as no fewer than fifteen emisers are worthless for war purposes. Indeed, the Secretary to the Admiralty has himself admitted that they were "available for subsidiary services, halks, and

vessels for sale." Way of how warrals 41.

Lor of Del A	easels the retu						
	$\mathbf{T}_{i}$	Torpedo boats					
	Protected	and	Sub-				
	Cruisers.	Destroye	rs marines.				
Britain	82	277	48				
France	36	372	99				
Russia	5	263	28				
Germany	43 17 tes 27	132	3				
Italy	17	136	6				
United Sta	tes 27	82	12				
Japan	26	126	7				
Great Brit	sin and Itel	was 100	· armoured				
Great Britain and Italy have no armoured coast defence vessels, and France has 8, Russia							
9 Germany 11 Whited Classes 3 2 2 3 7 2 3							
2. Germany 11, United States 11, and Japan 1.							
Great Britain has 8 scouts built, and the United							

States 3 building. The other Powers have

#### HYPNOTISED JURYMEN

STRANGE CHARGE AGAINST AN ALLEGED MURCERER. Chicago, July 2.

The physicians of Chicago are befiled by the extraordinary illness which has attacked a number of men summoned as jurymen in the trial of Herman Billik for the murder of the

One expert who examined the jurors on behalf of the prosecution declares that Billik, who was Mesers. Harland & Wolff do nost of the repair utterance in public lecture rooms to the dector, exercised an extraordinary psychic influence over them. Whenever a jurer was summoned whom Bilbk thought was adverse to

When the trial opened on Friday, two jury. men were prostrated after being accepted by the Public Prosecutor.

When the court opened yesterday morning two other accepted jurymen rushed into the jury box in a condition bordering on hysteria, and begged to be released from the cass. A third, who appeared to be very ill, was unable to answer questions put by the ju ge. Ho eventually said that he felt giddy.

The puzzled judge finally told the jurymen that he was excused, and as he attempted to leave the jury box he fell on the floor, and lay at full length in front of the dock Billik smiled grimly. He smiled again when

the two following telesmen betrayed great agitation, and begged to be exerted. The Public Presecutor declares that Billik is able to exert powerful influence over all persons subject to by proctism. The belief is general that he is hypnotising all the talesmen possible in order to prevent the impanelling of a jury.

Various periods in the world's history are known as the age of this, that or the other. There was the "Elizabethan age," the " age of Lonis XIV," the "Victorian age" and the present age, which will surely be known to posterity as" the age of Cheapness. In almost every walk in life at present, the one desire seems to be "Cheapness." Jerry-buildings, tracky literature, shoddy clothing material, and adulterated foodstoffs, are the order of the day. The old-fashioned buildings had to be pulled down by the aid of dynamite; the oldclothing material formerly lasted best part of the wearer's life-time; and cocca was "cocca only "and not "cocoa mixed with something else." There is, however, still one brand of ecces, namely Van Houten's Coces, which is cocos, all cocos, and nothing but cocos. It is a pure, soluble, easily-digested and highly nourishing beverage. It has stood the test of more than three quarters of a century, and is still the standard cocos of the world. little goes a long way, so that it is economical; and while it is not to be confounded with lowpriced cocoas, it is still the cheapest to use in

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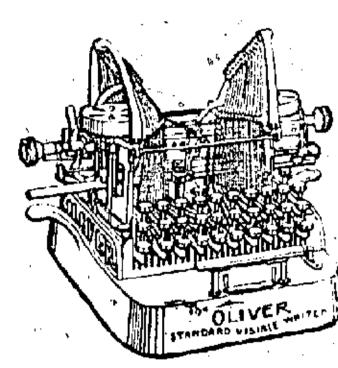
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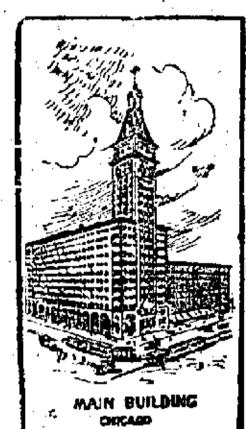
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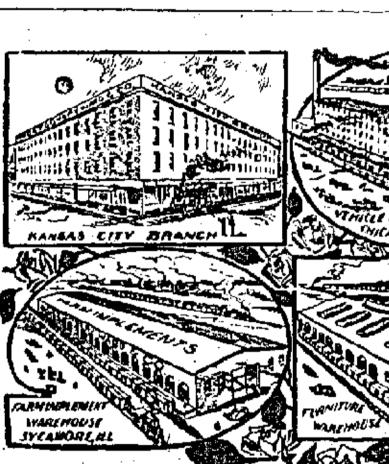
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Hongkong 24th July, 1997.

Managər.

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NATIONAL PROVINCIAL BANK OF ENGLAND Bombay LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED. Chefoo Antang BRANCHES and AGENTS all over the World. Tieling The Corporation transacts every description of Banking and Exchange business, received Surrent Account at the Rate of money in Charles and accepts 2% per annum on Daily balances and accepts Fixed Deposite at the following rates:— HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. For 12 months 44 per cent. per annum.

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TOKOHAMA SPECIE, BANK CAPITAL PAID-UP ...... Yen 24,030,000 RESERVE FUNDS ...... , 11,550 00) BRANCHES AND AGENCIES. Nagasaki London New York Newchwang -HEAD OFFICE-YOROHAMA.

#### **BANKS** INSURANCES NYEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Calcutta,

LIMITED.

6. do.

3 do.

BRANCHES:

31%

Hankow.

Berlin.

Frankfurt a/M

F. JUNG.

for 3

4 444 141 144

THE

Kobe

Shanghai

Tientsin

Lioyang

Chang Chun

On fixed deposits for 12 months 5% per aunum

Dalny

per annum on the daily balance.

Mongkong, 6th April, 1907.

JOHN ARMSTRONG.

Manager.

... 3½ per cent

2½ per cent.

EVAN ORMISTON.

Manager.

Osak

Hankow

Peking

Mukden

,, 3% ,, ,,

TAKEO TAKAMICHI,

Manager.

Port Arthur

San Francisco Honolula

Manager.

TORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT SIST DECEMBER, 1945 £17,837,119. AUTHORISED CAPITAL... 23,000,000

SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL ...... 687,500 0" 11. Fire Funds...... 3,336,720 19 The Undersigned, AGENTS for the above

Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. BHEWAN, TOMES & CO., Agenta.

Hongkong, 27th April, 1907. THE GLOBUS INSURANCE COMPANY

FIRE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE | be subject to rent and landing charges. at Current Rates.

OF HAMBURG.

CARLOWITZ & Co. Hongkong, 13th August 1906.

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX LA-CHAPELLE.

TIME Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO. Agents.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Hongkong, 21st April, 1897.

AUSTRIAN. Kaiser Franz Josef I, Austrian cruiser, 4,309 Capt. Ferdinand Bublay, Northern Waters Allouette, river gunboat, Lieut, Millet, Cochin-

Argus, gunboat, 123 tons,—guns, 500 h.p., Lieut, Jeannel, Carton Caronade, gunboat, Lieut. Kerchael, Saigon

Décidée, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut.-Comdr. L'Eost, Haiphong D'Entrecasteaux, French cruiser, 8,000, Capt Tracau, Shanghai Esturgeon, submarine, Saigon

Henri Riviere gunboat, Lieut. Portier, Haiphong Jacquin, river gunboat, Lieut. Le Corolle Annam-Toukin, reserve Javeline, destroyer, 330 tons, 7 guns, 300 h.p.

I leut. Sagos Duvauroux, Saigun Kersaint, gunboat 1250 tons, 6 guns, 2:00 b.p., Comdr. Simon, Saigon Lynx, submarine, Lieut. Armbruster, Saigon

Montoalm, cruiser (Flagship of Vice-Admiral -Richard, Commander in Chief), 9700 tons, 12 guns, 1 ,6.00 h.p., Capt. Martel Mousquet, destroyer, Lieut. Duchemin, Baie d'Along

Olry, gunboat, Lieut Grellier, Yangtse Peiho, gunboat, Lieut. Marchand, Tongku Perle, submarine, Saigon. Pistolet, destroyer, Lieut, de Reinsch Werth Baie d'Along

Protée, submarine, Lieut. Glorieux, Saigon Rapier, destroyer, 331 tons, Lieut, Vincent de Brichignaoc, Saigon Redoutable, battleship, (in reserve) 9347 tons, 8 guna 6171 h.p., Rear Admiral de Marelles, Saigon

Sabre, destroyer, 330 tons, Lieut. Malliez Styx, armoured ganboat, 1793 tons, 10 guns, 1700 h.p. Dac, saigou Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong Takiang, gunboat, Yangtsze.

Takou, destroyer, Com. Terquem Saigon. Vauban, torpedo-depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay. Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton

GERMAN. Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Breusing, Tsington Iltis, gunboat, 1000 tone, 10 guns, 1300 h.p., Captain Kuse

Jaguur, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Kloebs, Yangtse Leipzig, cruiser. Commandant von Rothkerch Luch, ganboat 850 tone, 10 gans, 1344 h.p.

Commander Hartog Niche, cruiser, Commander Witschel Thetis, emiser, 2600 tons, 24 guns, 8)00 h.p. Captain Glatzel Tiger, gunboat, 930 tons, 10 guns, 1330 h.p.,

Commander V. Abeken Tsingtan, gunboat, 17) tone, 5 guns, 13)0 h.p., Lieut. Brehmer Vaterland, gunboat.—tons, 3 gnus, 50) h.p., Lieut, de Sposseti

Vesuvico, cruiser, 2,145 tons, Baron de Saint Pierro. Shanghai PORTUGUESE.

Rio Lima, cruiser, 720, tons, 7 guns, Macao. UNITED STATES.

Arayat, gunboat, Ensign R. R. Riggs commanding, Cavite Bainbridge, torpedo-boat destroyer, 420 tons, Lt. C. H. Woodward commanding Barry, torpedo-boat destroyer, 420 tons, Lt. A. E. Watson commanding, Manila Callao, gunboat, 690 tons, Ensign Guy Whit-

Chattanoaga, cruiser, 3100 tons, Commander lex. Sharp, Yangtee Cincinnati, cruiser 3213 tons, Commander J. M. Robinson, Amoy Colorado, armoured cruiser, 13,500 tons, Captain Sidney A. Staunton Concord, gunboat, Commander Boush,

lock commanding, Manila

Manila

Eleano, guaboat, 560 tons, Lt. Commander Hugh Rodman, Cavite Helena gunboat, 1397 tons, Commander J. C. Gilmore, Manila Maryland, armonred cruiser, 13,500 tons, Capt.

John R. Ingersoll Monidnock, monitor, in reserve, Lt. Comman; der J. L. Parcell, Cavite Paragua, gunboat, 201 tons, Easign A. B. Rood commanding, Cavite Pennsylvania, armoured orniser, 13,500 tons. Capt. Thom a C. McLeau

Raleigh, cruiser, 3213 tons, Commander F. F. Fletcher, Manila Villabois, gunboat, 317 tons, Easign A. Andrews commanding, Manila West Virginia, armoured cruiser, (fligship of Rear Admiral Brownson), 13,5 10 tons, Capt.

Quiro, gunboat, Lieut, E. L. Bisset, Manila

Comvey H. Arnold Wilmington, gunbost, 1397 tons, Commander W. L. Rodgers, Manila

NOTICES TO CONSIGNEES. S.S. "POLYNESIEN." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

MONSIGNEES of Cargo from London 💚 ex s.s. "Dordogne," from Havre ex s.s. "Médoo" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Freasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON. To-DAY, requesting it to be

landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 12th inst., 1907, at Noon, will All claims must be sent in to me on or before the 12th inst, 1907, or they will not be

All damaged packages will be examined on Monday, the 12th inst., at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

recognised.

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS.

Hongkong, 5th August, 1907.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS. TIHE Steamship

"GLENTURRET," having arrived from the above Ports. Consigness of Cargo by her are hereby informed that their Goods are being landed AT THERE RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 12th inst., will be

subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival. No claims will be recognized if not presented

within 14 days of the ship's arrival. McGREGOR BROS. & GOW. Hongkong, 5th August, 1907. NAVIGAZIONE GENERALE

ITALIANA (Florio and Rubattino United Companies). NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. HE Steamship

"LEVANZO." having arrived from the above Ports, Consignees of Cargo by her are her, by informed that their Goods are being landed at their risk, into the hazardons and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately. All Claims must be presented within ten days of the steamer's arrival here after which

date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject

All broken, chafed, and damaged Goods are to be left in the Godowos, where they will be examined on the 12th inst., at 9.30 A.M. No Fire Insurance has been effected. CARLOWITZ & CO.,

Hongkong, 6th August, 1907. NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MARMORA." FROM BOMBAY, COLOMBO AND

STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed

This vessel brings on Cargo:--From London, &c., ex s.s. "India." & " Persia."

From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

Goods not cleared by the 14th August, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Go-

downs for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT,

Superintendent. Hongkong, 7th August, 1907.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY. NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, COLOMBO, PENANG, AND SINGAPORE.

FINE Company's Steamship "VORWAERTS."

Galveston, orniser, 3100 tons, Commander | having arrived, Consignees of Cargo are hereby at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

From Venice, ex s.s. "Hungaris," transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 15th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to rent. Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agenta

Hongkong, 8th, August, 1907.

AVERAGE MARKET PRICES.

August 3rd, 1907. The Prices are given in Dollar Cents. BUTCHER MEAT.

內與國風 Met Lung Pà Yuk—Beef, sirloin Ham Ngau Yok—Corned Beef , 20 Shiu Ngau Yok—Roast Beef... , 20 May Ngau Lam-Breast of Beel..... , 15 194 Ngau Yok Chong—Sausages... , 26 4 Ngau No-Bullock's Brains per set 1)

Ngau Lek-Beef Steak, Sidoin .. 30

Ngau Le-Bullook's Tongue, fresh 和中國 Hảm Ngau Le-- ,, corned 图本 Ngau Tau—Bullock's Head ... 本中 Ngau Sam— , Heart ... lb. 12 同中國 Ham Ngau Kin—Beef Hump,

四年 Ngau Kök—Bullock's Feet ... each 7 日本 Ngau Iu—Bullock's Kidney ... ... 10 R4 Ngau Mer-Bullock's Tail .... 17 新牛 Ngau Kon - Bullock's Liver ... ib. 12 此中 NgauT'd-Bullock's Tripe,

p即任中 Ngau Tsai T'au Kök---Calves, 骨牌单 Yong Pai Kwat-Mutton Chop lb, 24 比率 Yong Pe-Log of Mutton...... , 21 手革 Yong Shau-Mutton Shoulder ... Max Yong T'au-Sheeps' Head per set Wo Youg Sam-Sheeps' Heart ... lb. 8 Yong lu-Sheeps Kidneys ... " 10 肿掌 Yong Kon-Sheeps Liver ... 1b. 24 Chu Nò-Pig Brains .....per set 2 Cha Tshp—Pigs' Fry ...... lb 12 Est Cha In-Pigs Kidney ......pair 10 香种精 Chu Pai Kwat—Pork Chop ... ,, 21 Chu Sam-Pig's Heart ..... each 9 肝器 Chu Kon—Pig's Liver ....... lb. 28

任着 Chu Tsai-Sucking Pigs (to 油牛生 Shang Ngau Yau—Beef Suet "16 油牛生 Shang Yong Yau—Mutton Suet 24 音中 Ngau Tsai—Veal ...... , 20 PAP Ngnu LápCh'öng—BeefSausges .. 26 题路中 Ngau Lap Ch'ong - Veal " " 20

Poultry. FR Kai Tsai—Chicken .......... Sin Kai—Capons ...... 32 Pan Kau-Doves ..... each 15 動水域會 Sang Shong Shou Ap—Wild Duck. — Ap—Ducks...... 1b. 22 Mai Tan—Hen's Eggs ....... doz. 24 Kai-Fowls, Canton ......lb. 32 鶴南海 Hoi Nam Kai—Fowls, Hainan...,, 28 Mgoa-Geese ....., 22 **始野海上** Shong Hoi Ya Ngoa—Geese, Wild... — Shanghai ...... pair — Pak Kop-Pigeons | Canton cach 25 | Hoihow \_\_\_\_ 23

13th Om Ch'nn—Quail..... 存克 To Tsai — Hare ..... ili Shán Kai-Pheisant ....... Cha Ku-Partridge ..... each -電花禾 Woa Fá Tsök—Rice Birds ... doz So Ts'oi-Snipe..... each — 略永 Shöü Ap—Teal ..... — Foa Kai Kung-Turkeys, Cock lb. 75 My Foa Kai Mo-Turkeys, Hon ... , 50

All Kai Yü—Barbel ..... , 17 Pin-Yd Bream , 18 A 木本 Tam Shöü Yū—Canton Freshwater Fish ...... 20 Man Yü—Codfish......, 20 Hai—Crabs ,, 11 Hoi Sin-Eels, Conger ......... ,, 18 Tim Shiii Sin—Eele. Fresh Wong San-Eels, Yellow ..... ,. 25 MH I'm Kai-Frogs ...... , 21

Tso Pak Yu-Herrings ....... , 18 Halibut ...... , 20 盘化锭 Wong Fà Yu-Labrus ........ ,, 18 A Shi Yu-Mackerol .....

Loach...... , 32 魚圈 Chai Yū—Mullot ..... ,, 21 Mong Yu-Monk Fish ..... .. 1b. 35 **超星** Sing Ho—Oysters ..... , 21 鱼公路 Kai Kung Yu-Parrot Fish... " Mil Tau Lo-Perch ...... 鱼子包 Hau Tsz Yü—Pike....... , 12 整弦花 Fa Po Tun -Plaice ............ 20 22 Pak Ch'ong-Poinfret, White ... 22 倉里 Hak Ch'ong— " Black... " 20 超弱 Ming Ha-P awns ..... **沙包型** Pi Pa Sa—Ray ..... .... , 30 公的 Sik Kau Kun, -Rock Lish... , 18 Am Ch'un Yu-Roach .. ...... , 25 A Sa Yu—Shark ...... 西友思 Ma Yau Yu—Salmon, Canton , 35 鱼生 Shang Yu-Salmon, Fresh Water, 32 Hä-Shrimps ...... , 20 na Po Ya-Skate ...... 8 A Y Lap Yü-Snapper ...... 39 

AB Kök Yü-Turtles, small, fresh-鱼蟹白 Pak Bit Yu-White Bait ..... , -

為平山金 Kam Shan Ping Ko-Apples, California ....., 35 八章 中华天 Tin Taun Pin Ko—Apples, C'foo ,, 12 Hoi Tong—Apples, small, Chefoo ,, 7

Macoa ..... each — Yat Pun Ping Ko-Apples, Japanese ...... 1b. -型骨城省 Shang Sheg Houng Tsiu-Bananas, fragrant, Canton 3 滿香山 Shang Heung Tsiu—Bananas brides, Macao \*\* Young T'6—Carambola ....... " PM Fung Nut-Chestnuts, Chinese ,, -子爾 Ye Tsz-Cocoanuts ......each 12 子提想 P'o Tai Taz—Grapes... 1st ql. lb. — Ning Mong—Lemons, Chinese "

Kam Shang Lingmon-Lemen, ql. American .....each 4 快喜 Las Chi—Lichees, Fresh......ist ql. 10 .....2nd , — 說技器 Lai Chi Kon-Lichees, Small lb.

Ning Mong-Limes, Saigon..... , 世界名 Lui Sung Mong—Mango, Manila 芒南安 On Nan Mong—Mango, Saigen 子竹山 Shan Chuk Tsz-Mangosteens, per 100 .....lst 版西洋 Yong Sai Kwa-Water Melon, American.....per lb. 3 KM Sai Kwä-Water Melons China lb. 2 及香 Hong Kwä — Musk Melon

American......osch Passion Fruit, American ... etch Papaw 1st...... 1b 8 2nd ...... ,, Ch'ang-Oranges, Am., Sweet ,, 12 配剂 Chiu Chau Ch'ang—Oranges

Swatow ..... O Mun Ch'ang-Oranges, Masso ,, --植沙胶 Chu Sa Kat— " Small "— " Mandarin " — 結出 Tim Kat— 

Hung Tai - Persiminons large ... Wir Hung Li-Plums, Swatow ..... " 10 **發慮**來 Pun Ti Po Lo—Pineappl ... .. , Pineapple Coong only...2 id 源比 Tat Tsiu -Plantains ......

ha Luk Yau-Pumelo, Amoy ...each -**检验通** ChimLoLuk Yau — Pumelo, Siam , 10 Mark San Hop To-Walnuts, Fresh 16 12 操作 Hop To-Walnuts, Green ..... Shanghai Lo Kwat th. ...... VEGETABLES, &c.

双雪港上 S'hai Stit Li-Pears, American lb --

fin Tsi-Pears, Cooking, Canton , 2)

竹治丫篇上 Shanghai Ya Chi Chuk— Artichokse, Shanghai 秦韓祖 Loong Soo Ts'oi —Asparagus., doz. — The Chuk Sun—Bamboo Shoots ... lb. — Nga Tsòi—Beans, Sprout ..... 角質 Tau Kok- " Long....... THE Min Tau - , Broad ..... Pin Tau- , French, S'hai ... **割担門真** O Moon Bin Tau—Beans.

Macao (French) ..... Ath Hung Tau Tso i -Beatroot ... each 2 每文 Kan Sun—Cane Sho .......bundle 福宁 Ts'ing Ke-Brinjals, Gereen... 1b. 蓝元 Yuen Ke- " Red...... AB Pak Te'oi -Brassica 部 Chuk Shun—Bamboo Shoots 本 Kai Ta'oi — Cabbage, Chinese 本作品上 S'hai Kai Ts'oi- "Shangh ii each 17 Kam San-Carrets ..... 16. 7 在本語 Ye Ts oi Fä—Cauliflower..... each —

作类解大 Ta Yo Tsoi Fa-, Large Size , \_ 花基個中 Chung Ye Ts'oi Fa—Cauliflower. Med. Size ..... 西京 Can Ts'oi-Celery, China ...... lb,-桑芹津 Young Can Is'oi—Celery, Eng. ,, \_\_ Fu Kwa-Bitter Squash ..... 数键 Kon Lat Chiu—Chilies, Dried , 7 数额管 Taing Lat Tsiu-Chilies, Green , 7 数化L Hung Fa Tsiu—Chilies, Red ... 7 Tsing Kwa-Cucumbers ..... 1 科材画面 Ka Li Ts'oi Liu-Jurry Stud, English .....

Ma Chang Tau -Garlio...... Lo Keung -Ginzer, old ...... F Tez Keung-Ginger, young ... , 7 Ts'ing Tau -Groon Poas ..... His Kan Lik-Horse Relish, Sh ii #2 Suk Mai-Sweet Corn.....piece 4 在 Young Shang Te'oi - Lettuce..., Mush Melon .... 基章生 Shang Tso Ku-Mushrooms,

fresh.... 在名 Me Ke-Ochra ...... Mar Young Ts'nng Tau -Onious, B'bay, 6 個題本品 Yat Pun Ts'ung Tau -Onions. Japanese .... MANL Shanghai Ta'ung Tau-Onio 15. Shanghai ...... 6 基格 Mo ka—Okroes .....

查完學 Young Yuon Si-Parsley, Eng. bundle ... par lb H 翻稿 Foochow Shu Tali-Potatoes. GE E Shanghai Shu Tsai-Potatoe. Shanghai ...... lb. 3 日響本日 Yat Pun Shu Ts ii -Potato 3s.

Japanese ..... 3 #87% O Mun Shu Tsai -Potatoes. Macao ..... 日本政化 Fa Ke Shu fsai-Potatoss. 👼 Fan Shu-Potatoes, Sweet...... 本子 Chu Tsai Ts'oi-Pursline OF BELL Hung Lo Pak Tsai - Ralish .... Will Ye Ts'oi--Cabbage Root .....each --

世 極化 Kon Ts'ung Fau-shalots ..... lb. 8 As Yin Ts'oi -Spinach ..... 图本 Fu Tau -l'aros...... Ka Fan Ke-Tematoes.... Ma Lo Pak-Spinach Chinese ... .. 角質 Tau kok..... 超强 Lir Ngau—Lily Root....... Mar Young Lo Pak-Turnips, Eng. ,, 成 Tsit Kwa-Vegetable Marrow, ... American .......

Ma Tai - Water Chestants, Common ... 8 韓馬林佳 Kwei Lam Ma Tai -Water .. \_ Chestnuts, Manderin 亞种國 Sai Yueng Ps'oi - Water Cresses, 1) Tai Shu—Yams.... 

C. W. BRETT Inspector of Markets. The prices necessarily vary from day to day and the Sanitary Board has no power to compet stallholders to sell at the prices quoted.

G. A. Woodcock. Secretary, Sanitary Board.

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AN APPEAL.

THE SISTERS who direct St. Antonio's Convent at Macao will be very thankful to Shop-keepers, Linen-drapers, Clothiers and Tailors in Hagkong, Macao, and elsewhere who will sent to them remnants of material, books of patterns no longer used, and any pieces of clotn, no matter how small, of which they cannot make use.

Thos, who send will thus, at no cost to themselves, afford the numerous hands in the convent, especially the little ones, opportunity for useful occupation; for pieces of cloth, even of a square inch, can be stitched together and very pretty pieces of work made out of cloth, that would otherwise be thrown away.' These articles are bought by charitable persons and the Sisters are thus helped to keep up their very large establishment, which is maintained by the alms of friends and in a great measure by the earnings of the girls themselves, who lead by no means an idle life within the convent

walls. Hongkong, 18th May, 1904.

Printed and Published by BERTRAM A. HALE for the Concerned, at 10a, Des Voeux Road Central, Victoria, Hongkong, London Office, 131, Fleet Street, E.C.